

H. A.



AUTHOR

4202
131

ATLAS OF THE DOMINION OF CANADA.

WITH GENERAL DESCRIPTIONS BY

T. STERRY HUNT, LL.D., F.R.S., ETC.; ROBERT BELL, C.E., F.G.S., ETC.; A. R. C. SELWYN, F.G.S., ETC.;
H. ALLEYNE NICHOLSON, M.D., D.Sc., F.R.S.E., ETC.; W. H. ELLIS, M.A.; H. H. MILES, LL.D., D.C.L.;
J. GEORGE HODGINS, LL.D., ETC.; WM. CANNIFF, M.D., M.R.C.S., (ENG.), LORIN
BLODGET, ESQ.; HUGH FLETCHER, AND CHARLES ROBB, C.E.



PARLIAMENT BUILDINGS, OTTAWA.

DRAWN, COMPILED AND EDITED BY

PHOTOGRAPHED BY W. NOYMAN.

H. F. WALLING, C. E.

LATE PROFESSOR OF CIVIL ENGINEERING IN LAFAYETTE COLLEGE, PENN.,

AUTHOR OF MAPS AND ATLASES OF CANADA WEST, MICHIGAN, IOWA, ILLINOIS, MISSOURI, INDIANA, NEW YORK
OHIO, PENNSYLVANIA, MASSACHUSETTS, RHODE ISLAND, VERMONT, NEW HAMPSHIRE AND MAINE,
AND OF VARIOUS COUNTIES IN THE UNITED STATES AND IN THE PROVINCES OF
ONTARIO, QUEBEC, NEW BRUNSWICK AND NOVA SCOTIA.

T
H. ALI



AUTHOR

DOMINION OF CANADA.

WITH GENERAL DESCRIPTIONS BY

T. STERRY HUNT, LL.D., F.R.S., ETC.; ROBERT BELL, C.E., F.G.S., ETC.; A. R. C. SELWYN, F.G.S., ETC.;
H. ALLEYNE NICHOLSON, M.D., D.Sc., F.R.S.E., ETC.; W. H. ELLIS, M.A.; H. H. MILES, LL.D., D.C.L.;
J. GEORGE HODGINS, LL.D., ETC.; WM. CANNIFF, M.D., M.R.C.S., (ENG.), LORIN
BLODGET, ESQ.; HUGH FLETCHER, AND CHARLES ROBB, C.E.



PARLIAMENT BUILDINGS, OTTAWA.

DRAWN, COMPILED AND EDITED BY

PHOTOGRAPHED BY W. RUTMAN.

H. F. WALLING, C. E.

LATE PROFESSOR OF CIVIL ENGINEERING IN LAFAYETTE COLLEGE, PENN.,

AUTHOR OF MAPS AND ATLASES OF CANADA WEST, MICHIGAN, IOWA, ILLINOIS, MISSOURI, INDIANA, NEW YORK,
OHIO, PENNSYLVANIA, MASSACHUSETTS, RHODE ISLAND, VERMONT, NEW HAMPSHIRE AND MAINE,
AND OF VARIOUS COUNTIES IN THE UNITED STATES AND IN THE PROVINCES OF
ONTARIO, QUEBEC, NEW BRUNSWICK AND NOVA SCOTIA.

PUBLISHED BY

GEORGE N. TACKABURY,

MONTREAL, TORONTO AND LONDON.

1875.

Entered according to Act of Parliament of Canada, in the year 1874, by

H. F. WALLING,

In the office of the Minister of Agriculture.

PRINTED BY THE BURLAND-DESBARATS LITHOGRAPHIC COMPANY,
319 ST. ANTOINE STREET, MONTREAL.

NOTE.—ERRORS AND OMISSIONS. It is quite impossible to avoid omissions in a work of this extent. Some of them, indeed, arise from the changes which occur while the work is in progress. Persons noticing them will confer a favor by indicating them so that they may be rectified in future editions.

Address GEO. N. TACKABURY, or H. F. WALLING, Montreal, Canada.

The
a a co
aly int
o 187
alas i
Provin
series
sale
minute
sntati
onces
agene
naps
plans
and
the C
the co
of Eu

At
Montr
Quebe
consid
canvas
ard gi
Provin
by add
scale o
atgom
to inc
origin
n x
double
States
the vo
of va
agreee
sale v
expen

The
ha be
expen
rials a
plans
billy,
drawn
No sy
ever n
tel p
stil r
archiv
Quebe

PREFACE.

ORIGINAL PLAN OF THE WORK.

The work now presented to our patrons at a considerably later date than was originally intended, was commenced in the autumn of 1871. We then proposed to publish an atlas in which special information of the Province of Ontario was to be given in a series of maps of all of its counties, on the scale of six miles to an inch, with a minuteness of detail, extending to the representation and laying out of townships, roads, concessions and lots. It was to contain a general map of the Dominion, separate maps of each of the Provinces, and plans of the cities in Ontario and Quebec, and various auxiliary maps illustrating the Geology, Climate and Resources of the country, together with a general map of Europe.

CHANGE OF PLAN.

At the urgent solicitation of citizens of Montreal and other parts of the Province, and Quebec it was deemed advisable to alter a considerable portion of the country had been canvassed, to enlarge the scope of the work, and give the same minute details of the Province that were proposed for the original plan, by adding a series of county maps on the same scale of six miles to an inch. In order to accomplish this it has been found necessary to increase the size of the paper from the originally intended, viz: 13 1/2 x 18 1/2 inches, to 17 x 18 inches. We have also added a double page general map of the United States. By this means, while the amount of the work get a considerably larger amount of valuable information than had been agreed upon, it is expected that the higher sale will warrant the additional trouble and expense.

UNEXPECTED DIFFICULTIES.

The construction of these additional maps has been attended with far more labour and expense than was anticipated. The materials available for this purpose, in the form of plans of surveys, differ widely in their reliability, in the scale upon which they are drawn, and in the amount of detail exhibited. No systematic survey of the Province was ever made, but detached plans of all the settled portions, and of considerable areas which still remain unsettled, are deposited in the archives of the Crown Land Department at Quebec. The work of compiling and uni-

ting all the various and frequently discordant materials into one harmonious series of maps, so as to eliminate the largest amount of error, has been extremely perplexing and difficult. It would, of course be, preposterous to claim that perfect accuracy has been attained. But the promise is made, that all errors which may hereafter be discovered, and pointed to the author or publisher, will be corrected in future editions. Of course the change in the plan of the Atlas has caused a delay in the time of its completion, but we trust our patrons will feel that the additional labour given to the work will far more than compensate for the delay thus caused.

AUTHORSHIP.

Mr. Walling, the author and proprietor of the Atlas, has spent most of his life in topographical work. He may be supposed to have acquired a special qualification for the present undertaking by his detached surveys and maps of numerous counties in the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, and by the preparation, in 1863, of the large Map of Ontario which bears his name*. This Map, with the changes and additions needed to bring it to the present time, is incorporated in the Atlas now published. The entire responsibility, labour and expense of compiling, drawing and engraving the Map was borne by Mr. Walling, and the undertaking resulted in a heavy pecuniary loss to him, amounting to some thousands of dollars. No public aid or relief was solicited, however, although governments, recognizing the value of topographical maps, frequently expend, in similar works for public advantage, many times the amount which would reimburse him. He has now added many thousands of dollars to his previous investment, in new draughts, engravings, stereotype plates etc., beside the heavy cost of paper, printing, coloring and binding for the present edition. It has been his hope, perhaps a delusive one, in preparing the present Atlas, to realize something towards a return for the previous losses.

PUBLICATION.

The care and responsibility of the publication or sale of the Atlas was undertaken

by GEO. N. TACKABURY, Esq., of the former firm of R. M. & G. N. Tackabury, London, Ontario, on a contract giving him its exclusive sale for a term of years.

The ability and business integrity of Mr. Tackabury are so well known to the Canadian public, in connection with the Map above mentioned, and with his other maps of Canada since published, as to render any further commendation unnecessary.

CONSTRUCTION OF THE MAPS.

Nearly all of the maps in this atlas, including those of the Counties in Ontario and Quebec, are from original drawings by Mr. Walling, aided by a competent corps of assistants. Among these may be mentioned the names of Thomas W. Baker and Melville Clemens, who rendered very valuable services in preparing the Ontario maps; also of H. S. Packard and B. T. Thulstrup, who finished the final draughts for photo-lithographing, of the Counties of Quebec. The excellent mechanical execution of these draughts is made manifest by the process of reproducing them, the maps of the counties in the Atlas being fac-similes, on a reduced scale, of the original drawings.

LATITUDES AND LONGITUDES.

No trigonometrical survey of the whole country or of any considerable portion of it having been made, the most reliable mode of connecting together, with any degree of accuracy, the detached surveys of different sections, was by ascertaining, astronomically, the latitudes and longitudes of a great many conveniently located points. This is a simple process in theory, but in practice it requires instruments of the nicest precision, and the exercise of great care and skill in their use.

Latitudes north of the equator are ascertained by measuring the angles of altitude above the horizon, of the north pole of the heavens, near the pole star. Longitudes, or more properly differences of longitude, are determined by measuring the intervals of time which elapse between the passages of a star across the meridians of the places in question, thus making use of the dynamical principle that the rotation of the earth on its axis is precisely uniform in its angular velocity. The initial or zero point for longitudes

* Published by R. M. & G. N. Tackabury

is usually taken at Greenwich Observatory, London.

Places whose latitudes and longitudes are established, not only have their positions fixed relatively to each other, but their locations become known relatively to the whole earth. Accordingly maps based upon such determinations can readily be extended or incorporated into more general maps.

Important improvements have been made within a few years by American astronomers in the use of the electric telegraph in these measurements, so that the accuracy of the determinations does not, as formerly, depend upon the exact running of chronometers, carried from the initial point to the place whose difference of longitude is to be determined. The differences of longitude between many points in Canada and the United States, measured from Greenwich Observatory, and from one point to another, have been precisely determined by the use of the telegraph and chronograph in connection with transit observations of stars, so that we are enabled to correct previous maps based upon less accurate determinations.

BAYFIELD'S CHARTS.

The most extensive connected surveys in the Dominion are incorporated in the excellent series of charts by Admiral H. W. Bayfield, published by the British Admiralty. These charts form the most convenient available basis for the construction of maps of the territory contiguous to the water areas which they cover, giving accurate contours of the coast, with its bays, inlets and islands. They also serve to fix the relative positions of adjacent surveys of townships otherwise detached from each other.

NATIONAL BOUNDARY SURVEY.

For laying down the boundaries of Ontario and Quebec, the accurate maps of surveys made under the Treaty of Washington of 1842 were followed. The portion of the National boundary then surveyed extends from the River St. Lawrence at St. Regis, a few miles below Cornwall, nearly on the forty-fifth parallel of north latitude to the north-east corner of the State of Vermont, dividing the States of New York and Vermont from the Province of Quebec. From this point the surveyed boundary extends north-easterly, easterly and southerly to a monument at the source of the St. Croix River. With this river it separates the States of New Hampshire and Maine from the Provinces of Quebec and New Brunswick. These surveys were made by Colonel Robinson of the Royal Engineers and Colonel Graham of the United States Topographical Engineers.

Some time after the completion of the surveys, the stations upon it whose longitude had been determined by the Commission were connected by a careful triangulation with

those of the United States Coast Survey. A small discrepancy of some few seconds of time was found between the longitude determinations of the two surveys, those of the Coast Survey being referred to Cambridge Observatory in Massachusetts. The longitude of this place relative to Greenwich Observatory had been determined more carefully than that of any other point on the American Continent, by frequently comparing chronometers between the two stations.

It happens, rather curiously, that topographic determinations made since the laying of the Atlantic Cable agree almost precisely with the longitudes as fixed by the Boundary Line Commission. This result, however, must be regarded rather as accidental than as indicating a superiority of instruments or of care in using them on the part of the Commission, the original discrepancy being quite too small to be attributed to such a cause.

GEOLOGICAL SURVEY MAPS.

In carrying out the Geological Survey of Canada, it was found necessary to supply the want of good topographical maps of the sections whose geology was to be examined by making original maps as occasion required. This has been done over considerable areas in a very careful manner, not only by compiling such surveys as were available, but by actually surveying many lakes, rivers, streams and other topographical features of the country. The Reports of the Geological Survey contain maps which have been found very useful in compiling the present Atlas, more particularly the map of the South Western part of the Province of Quebec, compiled and drawn by Robert Barlow, the draughtsman of the Survey.

COUNTY MAPS.

Separate County maps of nearly every county in the Province of Ontario, and of several in the Province of Quebec, have been published from time to time, and many of them contain valuable information not otherwise available.

Maps of the following counties have been prepared and published by or under the direction of Mr. Walling, from odometer surveys of the roads in connection with the original surveys of the concessions and lots: Counties of Halifax, Pictou, Colchester, Cumberland, Hants, Annapolis, Digby and Yarmouth,—Nova Scotia; counties of Westmoreland, Albert, Kings and St. Johns,—New Brunswick; counties of Wolfe, Compton, Richmond, Stanstead, Shefford, Brome, Missisquoi, Rouville and Iberville, with the independent township of Sherbrooke,—Quebec; and counties of Addington, Lennox, Frontenac, Leeds, Grenville, Lanark, Renfrew, Carleton, Russell, Prescott, Stormont, Dundas, and Glengary,—Ontario. These maps gave not only townships, roads and concessions, but farms, residences and names of owners.

Similar maps have been made of many of the Western Provinces by Geo. C. Tremaine and John Ellis & Co., surveyors.

MATERIALS FURNISHED BY OFFICERS.

We gratefully acknowledge the aid derived from various Government Officers in Ontario and Quebec in the way of furnishing materials needed for preparing the Atlas.

JOHN DEWE, Esq., General Post Office Inspector of the Dominion, has furnished a very large amount of information relating to the locations of Post Offices in the Provinces of Ontario, Quebec, Manitoba and British Columbia, by marking them upon a set of plans furnished to him for that purpose.

Mr. E. F. King, Division P. O. Inspector for the Montreal Division, has also taken a lively interest in the work, which he has most kindly manifested by laborious personal services in verifying the locations of lost Offices, and in carefully examining and correcting the Gazetteer part of the work relating to the Province of Quebec. Mr. W. G. Sheppard, Mr. M. Sweetnam and Mr. G. Coffin, Division P. O. Inspectors of the Quebec, Toronto and London Divisions, have also furnished valuable information relating to their respective districts.

TO E. E. Taché, Esq., Assistant Commissioner of the Crown Land Department, Quebec, we feel under deep obligation. Mr. Taché has exhibited a most friendly disposition towards the undertaking, and has been unsparing in kindly acts of assistance and courtesy. He has generously lent the use of his own excellent map of the Province of Quebec which appears on pages 116 et seq. It occupies three double pages of the Atlas and is lettered in French, rendering it very convenient for the large class of citizens of the Province who speak the language.

Mr. Taché is now engaged upon a larger and more extensive map of the same kind, a project whose execution will confer a substantial benefit upon the Province and the Dominion.

By giving us access to the archives of the Crown Land Department, Mr. Taché has also given the benefit of his thorough knowledge of them, and has selected from the heterogeneous collections of the office such plans of surveys as were most reliable and best adapted to correct the errors in previously obtained materials.

In constructing the map of the City of Montreal, use has been made, by the kind consent of its author, of the map published in 1873 by John Johnston, C. E., now Chief Draughtsman, Dominion Lands Office. Our map has been extended to include the principal suburban villages, with their recently laid out streets, and the new railroads

which are being brought into the city on the north side.

Mr. Johnston has completed the draught of a large wall map of the Dominion of Canada, which is now passing through the press of the Burland-Desbarats Lithographing Co., in this city, having been previously lithographed by them. This map is highly commended for comprehensiveness and accuracy.

We are indebted to Andrew Russell, Esq., of the Census Department for information relating to the boundaries of Electoral Divisions in Ontario, and to Alfred Patrick, Esq., clerk of the House of Commons at Ottawa for the loan of tracings of the Wall map of Lower Canada, deposited in the Dominion Archives at Ottawa. Also to both these gentlemen for many courteous attentions while collecting material at Ottawa.

Mr. Thomas Devine, Surveyor-in-Chief, Crown Land Office, Toronto, has furnished maps of Surveys published by that Department for the Province of Ontario.

Lieut. Col. G. Dennis, Surveyor-General, has furnished the maps of the Provinces of Manitoba and British Columbia, which have been reproduced for this Atlas.

Many other persons have kindly furnished valuable information on a variety of subjects connected with the work. Among these to whom we are thus indebted are the heads of several of the Departments at Ottawa and their assistants, Superintendents and Chief Engineers of many of the Railway Companies, City Engineers, Provincial Land Surveyors in Ontario and Quebec, Postmasters, and many other public officers and private individuals.

To each of those who have thus favored us, without attempting to mention individual names, we tender sincere thanks.

RAILWAY AND STEAMBOAT PASSAGES.

We take occasion here to acknowledge with gratitude the universal kindness and liberality of the officers of the various Railway and Steamboat Companies throughout the country towards our enquiries. With scarcely an exception, they have granted us free passes while engaged in the prosecution of the work, and have, in various other ways, manifested their interest in it. Our thanks are especially due to the Grand Trunk, Great Western, Canada Southern, Central Vermont, and South Eastern Railways in Canada, and to the Rome, Watertown and Ogdensburg, Northern Canadian, Boston and Maine, Boston, Lowell and Nashua, Boston, Concord and Montreal and Passumpsic Railroads in the United States; also to the Canadian Navigation Co., the Richelieu Co., and the Ottawa River Navigation Co.

DESCRIPTIVE MEMOIRS.

We congratulate our patrons upon the extremely valuable series of descriptive memoirs which precede the maps in this work. When the Atlas was commenced, twenty papers were allotted for this part of the work, but it has been gradually extended as the work progressed, until it now includes nearly one hundred pages, equivalent to about five hundred ordinary octavo pages.

The subjects of the memoirs are more or less intimately connected with the general plan of the work, which aims at a comprehensive presentation of the entire Dominion, with its prominent physical and civil features. The authors will be generally recognized as eminently qualified for the tasks thus imposed, performed by great familiarity with the special subjects treated, as well as by general scientific and literary ability. Each article having been set up in type and corrected about in the order of its receipt from the author, no regular sequence has been preserved.

TOPOGRAPHY AND PHYSICAL GEOGRAPHY.

The first paper on the Topography and Physical Geography of the Province of Ontario and Quebec is by Dr. T. Sterry Hunt, who acquired the high scientific reputation which he now enjoys during the twenty years or more that he was engaged as chemist to the Geological Survey of Canada. He has recently resigned that position and taken the chair of Geology in the Massachusetts Institute of Technology at Boston. The paper, though brief, is comprehensive, and presents in a bold outline sketch all the prominent features of Canadian topography, as seen from a geologist's point of view. It finely illustrates the intimate connection between the geology and topography of a country.

GEOLOGY.

There are several papers upon the Geology of the different Provinces. The first is by Mr. Robert Bell of the Geological Survey, describing the rock formations of Ontario and Quebec. It gives a résumé of the results arrived at through the laborious researches of the Survey during the past thirty years. During nearly all of this period the Survey was carried on under the direction of Sir Wm. E. Logan, who, though having in 1869 resigned his directorship, still continues to manifest great interest in it, and devotes much of his time to the researches connected therewith. The present Director of the Survey, Mr. Alfred R. C. Selwyn, formerly of the British Geological Survey, and for many years Director of the Geological Survey of the Province of Victoria in Australia, succeeded Sir William in 1869.

The following list, comprises the present staff of the Survey:

A. R. C. Selwyn, F.R.S., F.G.S., Director.
B. J. Harrington, Ph. D., Chemist and Mineralogist.
E. Billings, F.G.S., Palæontologist.

James Richardson, Robert Bell, F.G.S., H. G. Vennor, F.G.S., Walter McQuat, B.A., Charles Robb, C.E., Arthur Webster, Scott Barlow, H. Y. L. Brown, Robert W. Ellis,	}	Field Geologists and Explorers.
--	---	--

Robert Barlow, Chief Draughtsman, G. R. Grant, Accountant, John Marshall, Clerk, Thomas C. Weston, Lapidary and Collector, Christian Hoffman, Assistant Chemist, Joseph White, Librarian, Michael McFarren, housekeeper,	}	Office and Museum Staff.
--	---	-----------------------------------

Referring to the paper of Mr. Bell, it will be seen that all the rocks of Upper and Lower Canada, except those belonging to what is called the Superficial Geology, are of very remote antiquity, no later rocks than those of Devonian age being found.

Within the boundaries of the Dominion, and extending towards its northern limits—the Arctic Ocean—are found the oldest rocks in the known world, with evidences that here was the land which became earliest elevated above the level of what was then, probably, an universal ocean. The earliest remains of animal life, the "Eozoon," together with some strong indications of vegetable life, are found in these ancient Laurentian rocks, and have excited intense interest among geologists.

The sketch of the Geology of Nova Scotia by Hugh Fletcher gives an interesting description of the formations of that Province, which include the Carboniferous rocks and many valuable beds of Coal. Some account is given of the Iron and Coal deposits, already very important sources of wealth, and the Gold deposits, which bid fair to become so in the future.

New Brunswick Geology is represented in a sketch by Mr. M. H. Perley, who describes the general formations, with some account of the Mines, Minerals and Quarries of the Province.

A valuable set of tables giving Mining Statistics for the entire Dominion, prepared by Mr. Chas Robb of the Geological Survey, completes the series of Geological Papers.

GEOLOGICAL MAP.

This map, which will be found on pages 14 and 15, has been prepared from information furnished by Mr. Selwyn, the Director of the Geological Survey. The map covers all of the British Possessions in North

America and extends far enough to the South to include New York on the Atlantic coast and San Francisco on the Pacific.

So little is really known of the geological structure of the greater part of this vast region, that only the great general divisions of formations can be indicated, and the manner in which even these are distributed over the immense unexplored regions must of course be to a great extent conjectural.

The authorities for the great northern wilderness are the observations of Sir James Richardson during his voyage in search of Sir John Franklin; the map showing the country between Lake Superior and Vancouver's Island, made by Dr. James Hector, who accompanied Capt. Palliser's Exploring Expedition in 1858-60 as Geologist; and a Geological Sketch Map presented with a paper by A. K. Isbister to the London Geological Society, May 16th, 1868, and published in the Transactions of the Society. The geology of the north-western part of the United States is taken from Hitchcock and Blake's recent Geological Map of the United States.

For the Eastern Provinces of the Dominion, Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward's Island; and for the North-eastern parts of the United States the geology is derived from the large map of the Geology of Canada by Sir Wm. E. Logan, published in 1869.

The authority for Newfoundland is the recent map by Mr. Alexander Murray, the Geologist of that Province.

The map may therefore be relied upon as nearly accurate in its representations of the southern portion, while it presents all that is known of the northern regions.

ZOOLOGY.

The memoir upon this subject by Professors Nicholson and Ellis is very judiciously adapted for popular reading, and gives a comprehensive account of those native vertebrate animals "which have some claim for mention on account of their usefulness to man, or for the injuries which they cause, or on account of peculiarities of especial interest."

Since writing it Professor Nicholson has resigned his chair at the University of Toronto, and has recently been appointed to a Professorship in Durham University, England.

HISTORY.

The Civil History of the Dominion is from the pen of Dr. H. H. Miles, formerly Professor of Mathematics in the University of Bishop's College, Lennoxville, and author of "School History of Canada" "Canada under French Regime," etc.

Of course in a work like this, an elaborate history is not called for, but Dr. Miles memoir will be found to give a fair and impartial statement of the principal important

events which have occurred, from the earliest settlement of the country to the confederation of the various Provinces, to form the "Dominion of Canada" in 1867.

RAILWAYS.

The chapter on Railways has far exceeded the limits at first intended for it. The descriptions of the principal roads, which are given by Mr. Trout in his "Railways of Canada," have been taken, with such additions as have been rendered necessary by changes since that work was published in 1872.

The officers of several of the newer roads have themselves furnished the descriptions of them which have been adopted.

In addition to the Railways of Canada, we have given descriptions of such roads in the United States as are more or less immediately connected with the Canadian system, forming routes from Canadian Cities to different portions of the States. It is believed that the information here given will be found quite useful to Canadian travellers and business men.

CANADIAN STEAM NAVIGATION.

The next paper is a more systematic and homogenous one, prepared by Dr. Canfield of Toronto. He has gone into the subject of Canadian Steam Navigation, considerably, in the most thorough and exhaustive manner.

Commencing with the earliest introductions of steamboats, he brings the history down to the present time, taking each distinct area of operations by itself, from the Upper Lakes to the ocean, and including the Ocean Steam Navigation of the Country.

The list of all the steamboats in the Dominion will be found convenient for reference.

HISTORY OF EDUCATION.

Interesting and accurate accounts of the growth and present condition of the Educational Institutions of Canada are given in Dr. Hodgins' Sketches, commenced on page 32, for Ontario, and afterwards extended to include the other Provinces of the Dominion.

Ample evidence is presented in these sketches that the people of Canada are not behind other enlightened nations in recognizing that the education of the youth of a country is a sure provision for its prosperity, and for its power to keep pace with other nations in the rapid progress of modern times.

CLIMATOLOGY.

Few persons could be found so bold as to attempt what has been accomplished by Lorin Blodget in the map showing the variations of temperature and the distribution of rainfall throughout the entire British Possessions in North America.

Owing to the sparseness of the stations of observation,—those of the great northern

region being confined to a few trading-posts of the Hudson's Bay Company,—and to the general want of systematic discrimination on the part of observers, even in the more populous localities, Mr. Blodget's task has been an extremely difficult one. The map and paper which he has furnished, however, will doubtless form a most valuable supplement to his great work on American Climatology, which, with his other similar researches, have given him an honorable prominence among meteorologists.

GAZETTEER.

Business men and others will find the List of Villages, etc., in the Provinces of Ontario and Quebec, commencing on page 134, of great utility in various ways. If, for example, goods are to be forwarded to a place of which information is needed, the tables will give the nearest railway and station, or river and landing, the town, county, population and page in the Atlas where the place is represented on the county maps.

A great deal of labor has been expended upon these tables, and they are believed to be remarkably correct. Valuable assistance in their compilation was rendered by Miss Anne Thomas, Miss I. S. Parson and Miss L. Wolcott. Miss Wolcott also assisted in copying and reducing plans of townships in the Province of Quebec.

ENGRAVING AND LITHOGRAPHING.

The copper plates for the maps of Ontario counties were engraved by the late Mr. D. G. Johnson of New York. Mr. J. M. Atwood of Philadelphia engraved the map of the Province of Ontario, Messrs. Rolph Smith & Co. and Woodward & Grant, of Toronto, have made the necessary additions and corrections upon the Ontario county maps occasioned by changes which have occurred while the work has been going on, such as the construction of new railways, opening of new post offices, etc., thus bringing the work up to the present time.

The map of the Dominion of Canada and that of the city of Montreal were engraved by Mr. L. E. Neuman of New York, and those of Nova Scotia and New Brunswick by Mr. J. Scheller of New York.

The map of Europe was furnished by G. W. & B. Colton & Co., of New York. Most of the other maps, including the county maps of Quebec, were photo-lithographed by the Desbarats Lithographing Co., from engravings from original drawings.

PRINTING, COLORING AND BINDING.

Nearly all the printing, both of the maps and letter press, has been done by the Desbarats Lithographing Co. The remaining part of the letter press has been printed by the Lovell Printing and Publishing Co. The paper was furnished by Alexander Bain & Co.

The coloring is by Mr. M. Neher, and the binding by the Lovell Printing Co.

CONTENTS.

PHYSICAL GEOGRAPHY AND TOPOGRAPHY.

BY T. STERRY HUNT.

p 9

Basin of the St. Lawrence; Area; Mountain Regions; Laurentian and Shickshock Mountains; Laurentides; General Division of Laurentian Region; APPALACHIAN REGION; CHAMPAIGN REGION.

GEOLOGY OF ONTARIO AND QUEBEC.

BY ROBERT BELL.

p 11

Limited range of formations; Laurentian Series; Upper and Lower LAURENTIAN ROCKS; their Economic Minerals; Lower. Other indications of animal and plant life; HURONIAN SERIES; Middle Devonian; UPPER COPPER BEARING ROCKS OF LAKE SUPERIOR; LOWER SILURIAN SERIES; Potsdam formation; Calciferous formation; Onondaga formation; Quebec Group; Birdseye and Black River formations; Trenton formation; Utica formation; Hudson River formation; Middle SILURIAN SERIES; Medina formation; Clinton formation; Seneca formation; Guelph formation; Anticosti Group; UPPER SILURIAN; Onondaga formation; Lower Helderburg Group; Devonian Series; Briskany formation; Corniferous formation; Hamilton formation; Portage and Chemung Group; CARBONIFEROUS SERIES; Devonian formation; SUPERFICIAL GEOLOGY; GEOLOGICAL MAP.

ZOOLOGY.

BY H. ALLEYNE NICHOLSON AND W. H. BELL.

p 17

Animals described; MAMMALIA; UNGULATA; VERTEBRATA; Rodentia; Insectivora; Chiroptera; BIRDS; RAPTORES; PSITTACI; INSIDORES; RASORES; GRALLATORES; NATATOIRES; REPTILES; LACERTIDAE; OPHIDIA; COLUBERIDAE; CROTALIDAE; CHELONIA; AMPHIBIA; ANURA; URODELA; FISHES; Selachii; Ganoidae; Cyclostei; Cyclostei; Cephalopoda.

HISTORICAL SKETCH.

BY H. H. BELL.

p 21

Discovery; Society of 100 Associates; Seigneurial System; Company of Montreal; Sulpicians; Engages; Indian (Acadians); Rebellions; Sovereign Council; Early French Canadians; Frontenac; Bishop Laval; Recollets; Royal Intendants; Seven Years' War; Capture of Quebec; Capitulation to the English Military Government; King's Proclamation; Dissatisfaction; Compromise; American Revolutionary War; Montgomery's Defeat at Quebec; Effect of the War on Canada; "United Empire Loyalists;" Iroquois Indians; Sir Guy Carleton; Establishment of Upper and Lower Canada; New Constitutions; Dissensions; War between England and United States; Unsuccessful Invasions of Canada; Establishment of Peace; Renewal of Dissensions; Insurrection; Progress of the Country; Union of Upper and Lower Canada; Subsequent Legislation; Seat of Government; Confederation; Dominion of Canada; Climate; Areas, Populations, Origins, &c.; Other Statistical tables.

EDUCATIONAL SYSTEM OF CANADA.

BY J. GEORGE BELL.

p 32

Private Schools; Influence of England; Education in United States; First Legislation; Land Grants for Public Schools; Henry Strachan; Schools at Cornwall and Toronto; District Grammar Schools; Want of Elementary Schools; Establishment of Common Schools; School Libraries; Indian Schools; University of Victoria College; Additional Land Grants; Victoria College; Queen's College; Francis School at Bloomfield; Knox College; Regiopolis College; St. Joseph's College; Kings College; Provincial Normal School; University of Toronto; University of Trinity College; Improvements in the School System; Albert University; Deaf and Dumb School at Belleville; Wesleyan Bible College; Hellmuth Colleges; Roman Catholic Convent Schools; Improved Legislation; High Schools; Collegiate Institute; Meteorological observations; Museum; Maps and Apparatus; Meteorological Stations; Educational Depository; Summary of Progress; Main Features of Public and High School Systems.

RAILWAYS.

COMPILED FROM VARIOUS SOURCES.

p 36

Early Transportation by Water; Early Roads; Railways; American Railways; Canadian Railways; Great Trunk Railway—Question of

Route; Question of Gauge; Interprovincial Negotiations; Consolidation; Capital Stock; Buffalo and Lake Huron; Capital Account; Change of Gauge; International Bridge.—Great Western Railway—Detroit and Milwaukee Railway; Change of Gauge; Steamboat Service; Branch Lines; Galt and Guelph; Toronto and Hamilton; Sarnia Branch; Air Line; Petrolia Branch; Wellington, Grey and Bruce; London and Port Stanley; Summary.—Northern Railway; St. Lawrence and Ottawa; Brockville and Ottawa; Intercolonial; Nova Scotia; European and North American; Windsor and Annapolis; Midland; Cobourg, Peterborough and Marmora; South Eastern; Kingston and Pembroke; North Shore; Port Whithy and Port Perry; Toronto, Grey and Bruce; Toronto and Nipissing; Canada Southern—Prospective Business; Grades and Curves; Transfer at Detroit River; Financial—Montreal and Champlain; Curillon and Grenville; St. Lawrence and Industry; Province Line; Central Vermont, Northern Division; Montreal and Vermont Junction; Stanstead, Shefford and Chambly; London, Huron and Bruce; Montreal, Portland and Boston; Massawippi Valley; Sault Ste Marie; Quebec and Gosford; Canada Central; Credit Valley; Levis and Kennebec; Canadian Pacific; Port Dover and Lake Huron. MAP OF CANADIAN PACIFIC RAILWAY.

MAIN LINES.

FROM CANADIAN CITIES TO PLACES IN THE UNITED STATES.

p 65

EAST AND SOUTH: Grand Trunk Railway—Montreal and Quebec to Portland, Boston, etc.; to Bangor, Halifax, etc.; to the Mountains and Lake Regions; Quebec to Boston; to Lake Memphremagog, Lake Winnepegasauke, etc.; to New York—Central Vermont Railway—Extent of Lines; Montreal to Boston via Lowell; via Lawrence; Montreal to New York; Montreal to the Northern and Central parts of New York State—South Eastern and Passumpsic Railways—Montreal and Quebec to Lake and Mountain Regions; to Boston and New York—Boston, Concord and Montreal—Montreal and Quebec to White Mountains and Boston; Lake and Mountain Regions to New York and Boston. FROM THE MARITIME PROVINCES: Intercolonial and European and North American Railways. LINES BETWEEN BOSTON AND NEW YORK: Old Colony and Newport Line; Providence and Stonington Lines; New York and New England Railroad; Worcester and Springfield Route. FROM OTTAWA, PRESCOTT EASTERN ONTARIO: Central Vermont Railroad; Rome, Watertown and Ogdensburg Railroad. WEST AND SOUTH: Grand Trunk Railway, Buffalo and Lake Huron Division; Great Western Railway; Canada Southern Railway; New York Central and Hudson River Railway; Erie Railway; Michigan Central Railroad.

CANADIAN STEAM NAVIGATION.

BY WM. CANNIFF.

p 67

Introduction; Area of Canadian Waters; Early Navigation; Introduction of Steam Navigation; First Steamer on the Lakes; Bay of Quinte Steamers; Lake Ontario Steamers; Lake Erie and the Upper Lakes; Lake Huron; Georgian Bay; Lake Simcoe and the Muskoka Lakes; Upper Waters of River Trent, Lake Simcoe, etc.; Ottawa River Steamers; Upper Ottawa; Rideau Canal, St. Lawrence; Lower St. Lawrence; Nova Scotia Steamers; New Brunswick Steamers; Newfoundland Steamers; Prince Edwards Island; Government Subsidies; Steamboat Legislation; Department of Marine and Fisheries; Steamboat Inspection; FLEET OF STEAMERS IN THE DOMINION; Ontario, Huron and Superior Division; West Ontario Division; East Ontario Division; Montreal Division; Quebec Division; Three Rivers Division; Nova Scotia and New Brunswick Division; Government Steamers; Atlantic Steamers; Canard Line; Canadian Transatlantic Steam Navigation; Allan Line; Dominion Line; Temperley Line.

GEOLOGY OF NOVA SCOTIA.

BY HUGH FLETCHER.

p 83

Table of Geological Formations; LAURENTIAN; LOWER SILURIAN, Potsdam or Auriferous Series; Quebec Group; MIDDLE AND UPPER SILURIAN; DEVONIAN; CARBONIFEROUS; Lower Carboniferous; Millstone Grit; Coal Measures; Cumberland Coal-Field; Pictou Coal-Field; Inverness and Richmond Coal-Field; Eastern or Sidney Coal-Field. TRIASSIC; Post Cretaceous; Glacial Deposits; Post Glacial Deposits; Modern Deposits.

GEOLOGY OF NEW BRUNSWICK.

BY M. H. PERLEY.

p 86

PRIMARY ROCKS; Trap Rock; LOWER SILURIAN; UPPER SILURIAN;
LOWER CARBONIFEROUS; CARBONIFEROUS; TERTIARY; Pliocene; Allu-
vium; MINES, MINERALS AND QUARRIES.

MINERAL STATISTICS.

BY CHARLES ROBB.

p 89

Ontario; Quebec; Nova Scotia; Gold; New Brunswick; British Co-
lumbia; Newfoundland; General Summary.

EDUCATIONAL SYSTEM OF CANADA.

BY J. G. HODGINS.

PROVINCE OF QUEBEC.....p 92

First School; Jesuit College of Quebec; Ursuline Convent of Quebec;
Grand Séminaire de Quebec; Petit Séminaire; Christian Brothers;
College of Montreal; Legislative Action; Royal Institution; McGill
College; Fabrique Act; Girls' School; Normal School; Legislation;
Various Institutions; Present School Laws; Statistics.

PROVINCE OF NOVA SCOTIA.....p 93

First Educational Efforts; King's College, Windsor; Dalhousie College,
Halifax; Other Colleges and Academies; Normal Schools; Grammar

Schools; Deaf and Dumb Institution; Acadian
School.

NEW BRUNSWICK.....p 95

arts and Progress; Common or Parish Schools; Gram-
ew Brunswick University; Other Colleges and

INCE EDWARD ISLAND.....p 96

WFOUNDLAND.....p 96

ISH COLUMBIA.....p 97

ITORA.....p 97

E OF BRITISH NORTH AMERICA.

BY LOREN BLOGET.

p 100

MA.....CLIMATOLOGY.....p 98, 99

T.....Fall; Summary of observations.

GAZETTEER.

List.....ns and Distances.....104

.....s.....105

.....Post Offices, &c., Ontario.....183

.....Post Offices, &c., Quebec.....205

INDEX TO MAPS.

GENERAL MAPS.

	Pages.
Canadian Pacific Railway.....	62, 63
Dominion of Canada, colored to show Geological formations....	14, 15
Dominion of Canada, to illus- trate Climatology.....	98, 99
Dominion of Canada, showing Civil Divisions.....	102, 103
Map of the United States.....	176, 177
Map of Europe.....	180, 181

MAPS OF THE PROVINCES.

British Columbia.....	106, 107
New Brunswick.....	109
Manitoba.....	110, 111
Nova Scotia.....	112
Newfoundland.....	113
Prince Edward Island.....	112
Quebec, Western Part.....	116, 117
" Central Part.....	120, 121
" Eastern Part.....	124, 125
Ontario.....	128, 129

COUNTY AND DISTRICT MAPS.

COUNTIES OF ONTARIO.

Algoma District.....	126, 127
Addington.....	144, 145
Brant.....	138
Bruce.....	142
Carleton.....	156
Dundas.....	157
Durham.....	140, 141
Egin.....	134
Essex.....	131
Frontenac.....	144, 145
Glengary.....	157
Grenville.....	156
Grey.....	143
Haldimand.....	138
Haltou.....	150
Hastings.....	144, 145
Huron.....	135
Kent.....	131
Lambton.....	134
Lamark.....	156
Leeds.....	156
Lennox.....	144, 145

COUNTIES OF QUEBEC

Argenteuil.....	149
Arthabaska.....	152
Bagot.....	153
Bonuco.....	167
Beauharnois.....	149
Bellechasse.....	141
Berthier.....	148
Bonaventure.....	169, 172, 173
Bromo.....	153
Chambly.....	149
Champlain.....	152
Charlevoix.....	174
Chateauguay.....	149
Chicoutimi.....	164, 165
Compton.....	166
Dorchester.....	161
Drummond.....	153
Gaspé.....	172, 173
Hochelaga.....	149
Huntingdon.....	149
Iberville.....	153
Jacques Cartier.....	149

Joliette.....	148
Kamouraska.....	174
Laprairie.....	149
L'Assomption.....	149
Laval.....	149
Lévis.....	161
L'Islet.....	161
Lotbinière.....	161
Maskinongé.....	148, 152
Megantic.....	167
Missisquoi.....	153
Montcalm.....	148
Montmagny.....	161
Montmorency.....	161
Napierville.....	149
Nicolet.....	152
Ottawa.....	163
Pontiac.....	162
Portneuf.....	160
Quebec.....	160
Richelieu.....	152
Richmond.....	153
Rimouski.....	169, 172
Rouville.....	153
Saguenay.....	165, 168
Shefford.....	153
Sherbrooke (town of).....	153
Soulanges.....	149
St Hyacinthe.....	153
St John.....	149
St Maurice.....	152
Stanstead.....	153
Tremblant.....	169
Trois-Rivières.....	149
Two Mountains.....	149
Val-d'Audouville.....	149
Verchères.....	149
Yamaska.....	156
Yamaska.....	152

CITY MAPS.

Milton.....	158
Windsor.....	170
London.....	169
Ottawa.....	136, 137
Quebec.....	155
Montreal.....	171
Halifax.....	132, 133

A BRIEF SKETCH OF THE PHYSICAL GEOGRAPHY AND TOPOGRAPHY

OF THE PROVINCES OF ONTARIO AND QUEBEC,

CONSTITUTING THE FORMER PROVINCE OF CANADA.

BY T. STERRY HUNT, LL.D., F.R.S., ETC.

LATE CHEMIST TO THE GEOLOGICAL SURVEY OF CANADA.

THE great basin of the St. Lawrence, in which the provinces of Ontario and Quebec formerly known as Upper and Lower Canada are situated, has an area of about 530,000 square miles. Of this, including the gulf of St. Lawrence, the river and the great lakes, to Lake Superior inclusive, about 130,000 square miles are covered with water, leaving for the dry land of this basin an area of 400,000 square miles, of which about 70,000 belong to the United States. The remaining 330,000 square miles constitute the provinces of Ontario and Quebec. With the exception of about 50,000 square miles belonging to Quebec, and extending from the line of New York to Gaspe, the whole of this territory lies on the north side of the St. Lawrence and the great lakes.

On either side of the valley of the lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below the city of Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more southwestern direction than the river-valley, and opposite Montreal is met with about fifty miles to the southeast, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf is known as the Notre-Dame Mountains, but to its northern portion, the name of the Shickshock Mountains is often given.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of the city of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles in the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New-York. Here the Laurentides spread out into an area of about 10,000 square miles of high lands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill-country which connects the Adirondacks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a con-

tinuation of the Laurentides. The base of these, from near Kingston, runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the southwest extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs northwestward into the Hudson Bay Territory. This great northern hill-region consists in large part of the oldest known rocks of the globe, to which the name of the Laurentian series has been given, and occupies, with some exceptions, the whole of the province northward of the limits just assigned. We shall designate it as the LAURENTIAN REGION. Over considerable portions of this area along Lakes Huron and Superior to the north of Lake Ontario, and farther eastward on Lake Temiscaming are other and most recent series of crystalline rocks; but as the country occupied by these, is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada west of Montreal, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence Rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre-Dame range of hills, already described as passing southward into Vermont, and in its north-eastern extension as bounding the lower St. Lawrence valley to the south. This valley may be regarded geographically as an extension of the great plains of western Ontario and central New-York, with which it is connected through the valley of Lake Champlain. This level country to the south of the Laurentides in the two parts of the province is occupied by similar rock formations, and constitutes the CHAMPAIGN REGION of Canada, the surface of which is scarcely broken, except by a few isolated hills in the vicinity of Montreal, and by occasional escarpments, ravines, and gravel-ridges farther westward.

The next area to be distinguished consists of the Notre-Dame range on the south side of the St. Lawrence, which forms the belt whose course has just been described, with an average breadth of from thirty to forty miles. To the south and east of this is a district of undulating land, which extends to the boundaries of the province in that direction. These two districts may for convenience in farther description be classed together. They include the region which is generally known as the *Eastern Townships*. By this term they are distinguished from the *Seigniories* which bound

them to the north and west. To the north-east however, along the Chaudière River, some few seigniories are found within the geographical limits of this region, which as it is the northeastern prolongation of the great Appalachian Mountain system may be designated as the APPALACHIAN REGION, and for convenience will be described before noticing the Champaign region.

The whole of the province is well watered with numerous large and small rivers, and in the mountainous districts there are great numbers of small lakes, more than 1,000 of which are represented on the maps.

I

THE LAURENTIAN REGION.

The great tract of country thus designated has for its southern boundary the limits already assigned, and stretches northward to the boundary of the provinces in that direction, which is the height of land dividing the waters of the St. Lawrence basin from those of Hudson Bay. Its area is about 290,000 square miles, or six tenths of the whole land of the province. This region is composed chiefly of crystalline rocks, for the most part silicious, or granite-like in character, consisting of quartzite, syenite, gneiss and other related rocks. These are broken up into ridges and mountain peaks, generally rounded in outline and covered with vegetation. The summits in the neighbourhood of the city of Quebec are some of them from 2,000 to 2,500 feet in height, and in other parts attain 4,000 feet or more; but the general level of this region may be taken at about 1,500 feet above the sea, although it is much less in the narrow belt which crosses the province of Ontario east of Kingston. Through the hard gneissic rocks of this region run numerous bands of crystalline limestone which from their softness give rise to valleys, often with a fertile soil. The hill-sides are generally covered with little else than vegetable mould, which sustains a growth of small trees, giving them an aspect of luxuriant vegetation. But when fire has passed over these hills, the soil is in great part destroyed, and the rock is soon laid bare. In the valleys and lower parts of this region however, there are considerable areas of good land, having a deep soil, and bearing heavy timber. These are the great lumbering districts of the country, from which vast quantities of timber, chiefly pine, are annually exported, and constitute a great source of wealth to the province. These valleys are in most cases along the line of the bands of

limestone, whose ruins contribute much to the fertility of the soil. Lines of settled country running many miles into the wilderness are found to follow, these belts of soft calcareous rock on the north side of the Ottawa valley.

The settlements in this region are along its southern border, and at no great altitude above the sea. In the higher parts, the rigor of the climate scarcely permits the cultivation of cereals. It is probable that no great portion of this immense region will ever be colonized, but that it will remain for ages to come covered with forests. These, if husbanded with due care, will remain a perpetual source of timber for the use of the country and for exportation; besides affording, with proper facilities for transportation, an abundant supply of fuel to the more thickly settled districts, where the forests have nearly disappeared, and where, from the severity of the long winters, an abundant supply of fuel is of the first necessity. There are other reasons why this great forest-region should be protected. The vegetation and the soil, which now cover the hill-sides, play a most important part in retaining the waters which here fall in the shape of rain or snow. But for this covering of soil, the rivers and mill-streams which here take their rise, would like the streams of southern France and of the north of Italy, be destructive torrents at certain seasons and almost dried-up channels at others. The effect of this great wooded area in tempering the northern winds and moderating the extremes of climate is not to be overlooked in estimating the value of the Laurentian region; which moreover contains inexhaustible mines of rich iron ores, besides copper, lead, marbles, and other mineral substances of economic importance.

II.

THE APPALACHIAN REGION.

Under this head, as already explained, is included the belt of hill-country in the province of Quebec south of the St. Lawrence with the region on its southeast side extending to the frontier, and forming a succession of valleys, which may be traced from the headwaters of the Connecticut northeastward to the Bay of Chaleurs.

The area whose limits are thus defined is about 30,000 square miles. The hills of the range which traverses it are composed, like those of the Laurentian region, of crystalline rocks; but these are softer than the greater part of the rocks on the north shore, and yield by their wearing-down a more abundant soil. Some of the hills in this range attain an elevation of 4,000 feet above the sea, and the principal lakes in the valley on the southeastern side, Memphremagog, Aylmer, and St. Francis, are from 750 to about 900 feet above the sea-level. This region is well wooded, and when cleared is found in most parts to have an abundant soil, generally sandy and loamy in character, and well fitted for grazing and for the cultivation of Indian corn and other grains. Great attention is now paid to the raising of cattle, and the growing of wool, and within the last few years the best breeds of sheep have been successfully introduced from England and from Vermont. Draining and improved methods of farming are in many parts practised, and the agricultural importance of the southern portions of this region

is yearly increasing. This region moreover abounds in metallic ores, marbles, slates, etc.

III.

THE CHAMPAIGN REGION.

The limits of the great plains of Canada have already been defined in describing those of the two preceding regions. These plains, which may be called the champaign region, occupy about three tenths of the two provinces, and are, as we have seen, divided into two parts by a low and narrow isthmus of Laurentian country, which runs from the Ottawa to the Adirondacks of New-York. To the eastward of this division, the present region includes the country between that river and the St. Lawrence, and all between the Laurentides on the north and the Notre-Dame hills on the southeast; while to the westward it embraces the whole of the province of Ontario south of the Laurentian region, including the great area lying between the Lakes Ontario, Erie and Huron, generally known as the southwestern peninsula of Canada. The whole of this region from east to west is essentially a vast plain, with a sufficient slope to allow of easy drainage. The distance from Quebec to the west end of Lake Superior is about 1,200 miles, yet this lake is only 600 feet above the sea-level, while Lake Erie is 565 feet, and Lake Ontario 232 feet above the sea. The land on the banks of the St. Lawrence and its lakes, either near the margin, or not very far removed, generally rises to a height of from fifty to one hundred and fifty feet, and from this level very gradually ascends to the base of the hills which bound the region.

Unlike the two regions already described, these great plains are underlain by beds of paleozoic rocks, consisting of sandstones, limestones, and shales. These are but little disturbed, and are generally nearly horizontal; but over by far the greater part of the region they are overlaid by beds of clay, occasionally interstratified with or overlaid by sand and gravel. These superficial strata, which are in some parts several hundred feet in thickness, are, throughout the eastern division, in great part of marine origin, and date from a time when this champaign region was covered by the waters of the ocean; while throughout the western division the clays are more probably of fresh-water origin. It results from the distribution of these superficial strata, that the soil over the greater part of the region consists of strong and heavy clays, which in the newly cleared portions are overlaid by a considerable thickness of vegetable mould. In the eastern division, a line drawn from the city of Quebec to Ottawa, and two others from these points converging at the outlet of Lake Champlain, will enclose a triangular area of about 9000 square miles, which is very nearly that occupied by the marine clays. These are overlaid, chiefly around the borders of this space, by more sandy deposits, which are well seen near Three Rivers, and about Sorel. They form a warm but light soil, which yields good crops when well manured, but is not of lasting fertility. The greater part of this area however is covered by a tenacious blue clay, often more or less calcareous, and of great depth, which constitutes a strong and rich soil bearing in abundance crops of all kinds, but particularly adapted for wheat, and was in former times noted for its great fertility. These clay lands

of the province of Quebec have been for a long time under cultivation, and by repeated cropping with wheat, without fallow, rotation, deep plowing or manure, are now in a great many cases unproductive, and are looked upon as worn out or exhausted. A scientific system of culture, which should make use of deep or sub-soil ploughing, a proper rotation of crops, and a judicious application of manures would however soon restore these lands to their original fertility. The few trials which within the last few years have been made in the vicinity of Montreal and elsewhere, have sufficed to show that an enlightened system of tillage, with sub-soil draining, is eminently successful in restoring these lands; which offer at their present prices good inducements to skilled farmers. Besides grain and green crops, these soils are well fitted for the culture of tobacco, which is grown to some extent in the vicinity of Montreal. Notwithstanding the length of the winter season in the province of Quebec, the great heat and light of the summer, and the clearness of the atmosphere enable vegetation to make very rapid progress.

The mineral resources of this champaign region in Quebec and Eastern Ontario are chiefly confined to stones for building, paving, lime and cement, stone for glassmaking, and peat. Large peat-bogs are very numerous parts of this region, and may be made to furnish an abundant supply of fuel. This part of the country is also remarkable for the great number and variety of its mineral springs.

To the northeast of the city of Quebec, besides the plains which border the river, there is a considerable area of low-lying clay land, cut off from the great St. Lawrence basin by Laurentian hills, and occupying the valley of Lake St. John and of a portion of the Saguenay. Here is a small outlying basin of paleozoic rocks, like those about Montreal, and overlaid in like manner by strong and deep clays, which extend over the adjacent and little elevated portion of the Laurentian rocks, and form a soil as well fitted for cultivation as any part of the lower St. Lawrence valley. The valley of this lake is probably not more than 300 feet above the sea, and from the sheltered position the climate is not more rigorous than that of the city of Quebec. Several townships have within a few years been laid out in this valley, and have attracted large numbers of French Canadians from the older parishes in the valley of St. Lawrence.

The western part of the champaign region, commencing near Kingston, and including all the southern portion of the province of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consist chiefly of strong clays, overlaid here and there by loam, sand, and gravel. In the natural state nearly the whole of this region supported a fine growth of timber, in great part of hard-wood species, but presented however various local peculiarities. Thus, the banks of the Grand river from Galt to Brantford were remarkable for a sparse growth of oaks, free from underwood, and known as oak-openings. These are said to have been pasture-grounds of the Indians, brought to this condition and kept in it by partial clearing, and by the annual burning of the grass. The object of this was to attract the deer, who came to feed upon the herbage. (See on this point, Marsh's *Man and Nature*, page

187). The soil of these plains is a light sandy loam, very uniform in character, and generally underlaid by coarse gravel. Though fertile, and of an easy tillage, this and similar soils will not support the long continued cropping without manure which is often practiced on the clay lands both of Ontario and Quebec.

The valley of the Thames, together with the rich alluvial flats which extend from it northward to the North Branch of Bear Creek, and southward nearly to the shore of Lake Erie, is remarkable for its great fertility, and its luxuriant forest growth. The soil is generally clay, with a covering of rich vegetable mould and is covered in the natural state with oak, elm, black-walnut and white-wood (*Liriodendron tulipifera*) trees of large size, together with fine groves of sugar-maple. Towards

the mouth of the Thames, and on the borders of Lake St. Clair is an area of natural prairie of about 30,000 acres. It lies but little above the level of the lake, and is in large part overflowed in the time of the spring floods. The soil of this prairie is a deep unctuous mould, covered chiefly with grass, with here and there copses of maple, walnut and elm, and with willows dotting the surface of the plain. Numbers of half-wild horses are pastured here and doubtless help to keep down the forest growth. The characters of the surface are such as to suggest that it has been at no distant period reclaimed from the waters of the adjacent lake.

In no part of the provinces have skilled labour and capital been so extensively applied to agriculture as in western Ontario, and the

result is seen in a general high degree of cultivation, and in the great quantities of wheat and other grains which the region annually furnishes for exportation; as well as in the excellent grazing farms, and the quantity and quality of the dairy-produce which the region affords. This western portion of the province, from its more southern latitude, and from the proximity of the great lakes, enjoys a much milder climate than the other parts of Canada. The winters are comparatively short, and in the more southern sections the peach is successfully cultivated, and the chestnut grows spontaneously.

The mineral resources of this region, like those of the eastern portion of the champaign district, are comparatively few. Besides building-stones, lime and cements, however, may be added gypsum, salt and petroleum.

SKETCH OF THE GEOLOGY OF ONTARIO AND QUEBEC.

BY ROBERT BELL, C. E., F. G. S.

(OF THE GEOLOGICAL SURVEY OF CANADA.)

The rock-formations of the provinces of Ontario and Quebec, although spreading over a great geographical area, are comparatively limited in geological range, extending apparently no higher than the Lower Carboniferous with the addition of the superficial deposits of Post-tertiary age. In the following sketch, it is proposed to give such a description of these formations and their geographical distribution as will render the accompanying map intelligible, together with notes on the economic minerals of the two provinces.

LAURENTIAN SYSTEM.—This ancient crystalline formation underlies the whole of the rest of the rocks of the continent, and is probably more extensively developed in British North America than anywhere else in the world.

The Laurentian rocks occupy a vast area, extending over nearly the whole of the north-eastern part of the continent, from the great lakes and the St. Lawrence to the Arctic regions. This area has a general rounded outline, of which Hudson's Bay and Straits occupy the centre. A few outlying patches of newer rocks occur within its limits. The most extensive of these is on the south-western side of Hudson's Bay. It embraces nearly the whole of Greenland and Labrador. From the Straits of Belle Isle its southern limit corresponds with the north shore of the Lower St. Lawrence nearly to Quebec; from which it keeps a few miles north of the river and strikes the Ottawa about sixty miles above Montreal. Thence it follows the north bank of this stream to the Chate above Ottawa City, where it crosses the river and runs southward to the St. Lawrence at the Thousand Islands. Here the main body of the Laurentian system is connected by a narrow neck, only about five miles wide, with an outlying patch of the same system, occupying a triangular area of about 10,000 square miles in the north-eastern part of the State of New York. The Adiron-

dack Mountains are within this area. From the Thousand Islands, the southern boundary of the great Laurentian region runs west to the Georgian Bay and holds the northern shores of Lake Huron and Lake Superior as far as the Nipigon River, with the exception of those portions which are occupied by the Huronian rocks and which will be described further on. The southern outline of the Laurentian country is broken by the basin of the Nipigon, which is occupied by rocks of the "Upper Copper-bearing Series" of Lake Superior. From the western side of the Nipigon Basin the Laurentian rocks strike south-west into the State of Minnesota, keeping a considerable distance to the north-west of the shore of Lake Superior, the intervening belt consisting principally of Upper Copper-bearing strata. In Minnesota the boundary of the formation sweeps round and assumes a northerly course returning into British territory at the Lake of the Woods. From the United States boundary the western limit of the formation runs north-westward for an immense distance, passing through Lake of the Woods, Lake Winnipeg, Athabaska Lake, Great Slave Lake and Great Bear Lake and comes to the shore of the Arctic Ocean near the mouth of the Coppermine River.

The Laurentian rocks have been studied more or less all the way from Labrador to Lake Winnipeg, and from their southern limits to the latitude of James's Bay. They have been found to consist mostly of crystalline felspathic rocks in the form of reddish and greyish gneiss. These are occasionally interstratified with mica-schist, quartzite, crystalline limestone and magnetic iron ore. There are also intrusive masses of granite, syenite, trap and porphyry. Sir Wm. Logan divides them into the Upper and Lower Laurentian formations, the former being apparently unconformable to the latter and characterized by the

trichitic or soda and lime felspars while orthoclase or potash felspar prevails in the Lower Laurentian. The gneisses of the Lower Laurentian in addition to the orthoclase, are largely made up of quartz and mica, while the anorthites, constituting the Upper Laurentian, are almost destitute of these minerals. The Moisie River, the upper Saguenay, the country north of Montreal and Parry Island in Georgian Bay, are localities of these Upper Laurentian rocks.

The limestones of the Lower Laurentian are most abundant in the country to the north and south of the Ottawa and have not been detected at all in the extreme east or west. Three great bands of crystalline limestone, having an aggregate thickness of about 3,500 feet, occur in the county of Argenteuil, where Sir Wm. Logan has traced out the structure of these rocks in considerable detail. The total thickness of a section, which he measured in this region, amounts to 32,750 feet or upwards of six miles of strata. Here as everywhere in the Laurentian region, the beds are greatly corrugated and usually dip at high angles to the horizon. The general strike in this central region is a little west of south or nearly at right angles to the southern boundary of the formation; but in the country north of Lake Superior it is generally about W. S. W.

The great region occupied by the Laurentian rocks cannot be said to constitute a "range" of mountains, although the greater part of it is mountainous, or rather, hilly. The hills have a general rounded or mammillated character; the bare rock usually appearing on their summits, while the spaces between them are occupied by lakes, swamps, marshes or bogs and occasionally in some parts, by fertile valleys. In the southern parts of the great Laurentian area the vegetable mould usually supports a growth of trees, even on the tops of the hills, so that many large tracts have a thickly

wooded appearance; but the timber belongs mostly to coniferous species and is frequently destroyed by the great fires that sweep over these districts, giving the country the same barren rocky character as prevails in the north. The Laurentian hills nowhere attain any great elevation, the highest known points being in the Adirondacks where they reach 5,000 feet, and in the country between Quebec and the upper Saguenay where some points attain nearly 3,000 feet above the sea. The height of land between the basin of the St. Lawrence and the waters flowing to Hudson's Bay, all the way from Labrador to the country beyond Lake Superior, from numerous observations, does not appear to average more than 1,500 feet above the sea level, and the general elevation of the Laurentian country, especially to the north, is considerably less than this.

As a further illustration of the low altitude of the Laurentian country, may be mentioned the fact that the Nelson and Churchill Rivers flow over it on their courses to the sea, after traversing newer formations to the west.

Although the Laurentian country has generally the mammillated character that has been described, there are large areas of a comparatively level character, especially on and north of the water-shed beyond Lakes Huron and Superior. Here the hard gneiss is buried under great accumulations of clay, gravel and sand, which, under a better climate, would yield a productive soil.

The corrugated character and the unequal hardness of the Laurentian strata, under the denuding glacial action of past geological times, have given rise, not only to the mammillated hills of the Laurentian region, but also to the depressions which hold its countless lakes and the channels between the thousands of islands along the northern shores of the Georgian Bay and the Lower St. Lawrence; while nearly all the great lakes of North America, and the fifth of the St. Lawrence, are found along the junction of the old Laurentian rocks and the newer strata to the south and west of them.

The principal economic minerals of the Laurentian system consist of iron, lead, plumbago, phosphate of lime, mica, iron pyrites, barytes, marbles, mill-stones, building and flag-stones, besides ornamental stones, such as felspars and porphyries. Small quantities of copper, molybdenum and gold have also been found.

Until a few years ago the Laurentian rocks were supposed to be azoic or without evidence of life having existed during their formation. It is now, however, pretty well established that the forms known as *Eozoon* are fossils allied to some more modern types and to the Foraminifera of the present day, so that creatures of similar organization have lived from the most ancient to the most recent times. The presence of graphite and other forms of carbonaceous matter, of phosphate of lime and the carbonate of lime, in such abundance, and even the iron ores, are believed also to imply the existence of animal and plant life during the Laurentian period.

HURONIAN SERIES.—These rocks are the first that overlie the Laurentian and immediately succeed them in geological time. In the provinces under discussion, they have been recognized by Sir William Logan in the *Geology of Canada* as occurring only in the region to the north of Lakes Huron and Superior. They occupy numerous areas of greater or less di-

mensions among the Laurentian rocks and give rise to a country having similar physical characters. On the north side of Lake Huron, Mr. Murray (now Geologist of Newfoundland) has traced out the subdivisions of this series over a large area and measured a vertical section of about 18,000 feet. In this region the Huronian rocks consist of great interstratified bands of white, grey, greenish and reddish quartzites (or altered sandstones), jasper-conglomerates, slate-conglomerates, interstratified with diorites, together with bands of yellow chert and grey siliceous limestone. The eastern limit of these rocks runs from Sheba-on-naing on Lake Huron, northeasterly to Lake Temiscaming on the Ottawa, but the boundary of the formation to the north and west has not yet been defined.

On Lake Superior the Huronian rocks occur at Goulais and Batchawana Bays, at Michipicoten River and westward, on both sides of the Pic River, on the Slate Islands and on the north side of Thunder Bay. In the country north of Lake Superior these rocks are largely developed in the neighbourhood of Lake Nipigon, Long Lake and the Albany River. The beautiful conglomerate, consisting of red jaspers embedded in white quartz, has not been found further west than Goulais Bay, nor have any of the limestones of this series been found except north of Lake Huron. The Huronian rocks of Lake Superior and the country north of it consist of grey and reddish diorites, argillaceous and dioritic slate-conglomerates, intrusive granite and syenite, impure banded and schistose iron ores, quartzite, imperfect gneisses and a great variety of dioritic, micaceous, argillaceous, siliceous, chloritic, epidotic, hornblende, talcoid, felspathic and dolomitic schists. The mica-schists appear to be more abundant than any of the others.

The Huronian rocks are not so completely altered as the Laurentian, and, although the cleavage or bedding of the crystalline schists usually approaches a vertical attitude, they are never contorted like the Laurentian gneiss. The strike both on Lake Huron and Lake Superior is not far from east and west. The most important metals hitherto found in the Huronian series consist of gold, silver, copper and iron, but lead, nickel, and perhaps tin, have also been met with. The silver occurs on the north side of Thunder Bay and the gold, with silver, west of Shebandowan Lake and in smaller quantities in other places. Although iron ore has been found in the Huronian rocks in many places on the north side of Lake Superior, it has never as yet been met with in sufficient purity to induce capitalists to work it. The famous iron mines of Marquette on the south shore occur in rocks of this age and it is probable that valuable mines of iron will one day be discovered on the Canadian side of the lake. The copper ores are more abundantly and more frequently met with in the diorites and dioritic schists than in any of the other rocks of this formation. In addition to metallic ores, the Huronian rocks yield fine whetstones and hones, quartzite for glass-making and clay slates, which in some places appear to be fit for roofing. Some beds of the jasper conglomerate are uniform and compact, affording a handsome ornamental stone, while others are drusy or porous and would apparently make excellent millstones.

UPPER COPPER-BEARING ROCKS.—Around

Lake Superior and Nipigon a great series of unaltered strata is met with, in which no fossils have yet been found. These have been called the "Upper Copper-bearing rocks." Their thickness amounts apparently to more than 12,000 feet or nearly two and a half miles. They are largely developed all along the north-west side of Lake Superior from Fond du Lac to St. Ignace and thence northward throughout the basin of the Nipigon. The lowest 1,200 feet consist of banded chert, dark clay slates and grey argillaceous sandstones and shales, interstratified with beds of trap and cut by trap dykes. These are the silver-bearing rocks of Lake Superior. The next higher 1,400 feet consist of white grey red and mottled sandstones and conglomerates and reddish indurated marl. A promising vein of lead and copper ore near Black Bay is situated in this marl, and limestone is found with the same rock near Thunder Cape. These two groups are followed by from 6,000 to 10,000 feet of interstratified sandstones, conglomerates, amygdaloidal and other trap rocks and the whole series is capped by a great overflow of columnar trap or basalt, which, on Lake Superior, is sometimes 400 or 500 feet thick and on Lake Nipigon upwards of 600 feet. The picturesque scenery of Lake Nipigon and the northern parts of Lake Superior is due to the bold cliffs and island formed by these basaltic rocks.

THE LOWER SILURIAN SERIES in Ontario and Quebec is divided into the following seven formations, here given in ascending order: (1) Potsdam, (2) Calciferous in Ontario, Lewis in Quebec, (3) Chazy in Ontario, Silery in Quebec, (4) Birdseye and Black River, (5) Trenton, (6) Utica, (7) Hudson River. The names of the geological formations in Canada are mostly those which have been previously adopted by the American geologists and are retained by us for the sake of convenience of comparison in the two countries.

(1.) *The Potsdam formation* is so called after the town of that name in the north-eastern part of New York State. In the western part of its distribution in Canada, it consists of a hard light grey sandstone and is estimated to be from 300 to 700 feet thick. It is evidently a shallow water or shore deposit and is found skirting the Laurentian rocks in the neighbourhood of Kingston and from the Thousand Islands northward to the Ottawa. It is again developed where the Ottawa joins the St. Lawrence and thence north-eastward along the base of the Laurentian hills, and southerly from Beauharnois around the flanks of the Adirondacks in the State of New York. In some parts of the province of Quebec there is a great deposit of black shale, which is supposed to have been formed in deep water at the same time that the sandstones, just described, were being deposited along the shore, or perhaps somewhat earlier.

(2.) The name of the *Calciferous formation* alludes to its lime-bearing character. Its principal development in Ontario is between the St. Lawrence and Ottawa on either side of a line drawn from Brockville to Ottawa City. The formation has here a maximum thickness of about 800 feet and consists mostly of a dark bluish grey magnesian limestone. The Ramsey Lead Mine is situated in this formation, which is equivalent to the lead-bearing limestone of Missouri. In the Mingan Islands, on

the north side of the Lower St. Lawrence, this formation is represented by about 250 feet of greyish, somewhat arenaceous magnesian limestone. The Levis formation in the province of Quebec, which is supposed to be a greater development of rocks of about the same age as the calciferous, will be noticed under the Quebec Group.

(3.) *The Chazy formation* is so named after a town in Clinton County in New York. It occurs principally in the valley of the Ottawa from Pembroke to Montreal and between this river and the St. Lawrence and also between Montreal and Lake Champlain. In these regions the formation consists of about 150 feet of greyish limestones, sandstones and shales. The limestones, particularly at Montreal, yield good building stone, and the sandstones are worked in some places for the same purpose.

This formation is again met with in the Mingan Islands, where it consists of about 300 feet of limestones with some sandstones and shales.

The Quebec Group, which is largely developed in the province of Quebec, south of the St. Lawrence, consists of the Levis formation, overlaid by the Sillery sandstones. The former division as already mentioned, appears to correspond to a great enlargement of the calciferous formation, while the Sillery sandstones would be equivalent to the Chazy. The Quebec group occupies a broad belt of country, extending from Vermont northeastward to the city of Quebec, and thence along the south side of the St. Lawrence all the way to Gaspé. The rocks of the Levis formation constitute the greater part of the group and upon them the Sillery sandstones lie in isolated basins. Along its northern border, the Levis formation consists principally of greyish, greenish and reddish shales, with grey sandstone and limestone conglomerates. Some of these strata contain fossils, especially near the city of Quebec. But in the southern part of the belt the formation is made up of a great variety of crystalline schists, such as have been mentioned as occurring among the Huronian rocks, together with clay-slates, diorites, serpentine, soapstone and dolomite. This metamorphic region is rich in economic minerals, among which may be mentioned gold, silver, antimony, copper and iron ores, iron pyrites, chromic iron, magnesite, limestone and serpentine marbles, soapstone and roofing slate. The Quebec group is estimated to have a total thickness of about 7,000 feet.

(4.) *The Birdseye and Black River formations* are united as one in Canada and, along with the next, constitute the Trenton group. The term Birdseye has reference to the appearance of a fossil in these rocks and Black River to the stream of that name which enters the eastern extremity of Lake Ontario in New York State. The rocks of this formation consist of bluish and dark grey bituminous limestones with interstratified shales amounting in thickness to perhaps 150 to 200 feet. In the province of Ontario the formation runs from Penetanguishene along the south side of the Laurentian hills to Kingston, and surrounds the Trenton basin between the Ottawa and St. Lawrence. In Quebec it runs from the foot of Lake Champlain to Montreal and thence, between the St. Lawrence and the Laurentian hills, to Montmorency. The building stones

of Kingston, Cornwall and Pointe Claire and part of what are used at Ottawa are derived from this formation.

(5.) *The Trenton formation* takes its names from Trenton in the State of New York. In Ontario it is found in the northern part of St. Joseph's and Grand Manitoulin Island and on the smaller islands between the latter and the north shore of Lake Huron. North of Lake Ontario, it occupies a broad belt of country extending from the Prince Edward peninsula westward to Georgian Bay and embracing the whole tract around Lake Simcoe. It also forms a considerable basin between the Ottawa and St. Lawrence east of Ottawa City. In the province of Quebec, it is largely developed near Montreal and thence, north of the St. Lawrence, towards Quebec, and southward to Lake Champlain. It is also found in outlying patches near the St. Lawrence from Quebec to the Saguenay and again on the southwest side of Lake St. John. The maximum thickness of the Trenton formation proper in both provinces is about 600 feet. It consists, throughout, of bituminous limestones, mostly dark grey in color, and interstratified with more or less bituminous shale. The best building stones of Ottawa, Montreal and Quebec are quarried from beds of this formation.

(6.) *The Utica formation* takes its name from Utica in New York. Although the formation has a thickness of only about 100 feet in Ontario and 300 in Quebec, it is everywhere easily recognized, not only by its fossils, but also by its persistently uniform lithological character, which is that of a black bituminous slate or shale. It is found on some of the northern points of the Grand Manitoulin Island and runs through the country from Collingwood on Georgian Bay to Whitby on Lake Ontario. It is also found in the vicinity of Ottawa City. In Quebec it forms a narrow strip on the east side of the Trenton formation from Lake Champlain, by way of St. John's, to Montreal and thence north of the St. Lawrence to Beaufort. It also occurs on the west side of Lake St. John. Before the discovery of petroleum in such abundance, the Utica shales near Collingwood were distilled and yielded about five per cent. of bituminous oil.

(7.) *The Hudson River formation* (so called after the Hudson in New York) consists, in Ontario, of about 700 feet of drab-colored clays, marls and shales, interstratified with bands of sandstone and limestone. It is found along the northern part of Manitoulin Island, the southwest side of Georgian Bay and thence through the country to Toronto. A small patch of the formation occurs southeast of Ottawa City and another at Lake St. John north of Quebec. This formation appears to underlie the country from Lake Champlain to Lake St. Peter, and thence near the St. Lawrence to Quebec. In this section it appears to consist principally of green and grey arenaceous shales and grey sandstone and to have a thickness of about 2,000 feet. A narrow strip of the black shales along the north shore of the county of Gaspé are supposed to be of the same age. The formation is largely developed along the north side of the island of Anticosti, where it consists entirely of greyish limestones, having a thickness of nearly 1,000 feet.

THE MIDDLE SILURIAN SERIES consists of the four following formations, in ascending order: [8] Medina, [9] Clinton, [10] Niagara,

[11] Guelph; the three first mentioned constituting the Anticosti group.

[8.] *The Medina formation* (named after Medina in New York) consists of red and green marls and sandstones with a band of grey sandstone at the top. It begins on the southwest side of Georgian Bay, where it has a thickness of about 200 feet and runs southward to the head of Lake Ontario, where the thickness has increased to 600 feet, and thence continues all along the south shore of Lake Ontario. In the province of Quebec, it is represented by some outlying patches of red shale near the south side of the St. Lawrence between Montreal and Quebec.

(9.) *The Clinton formation* (from Clinton county in New York) consists of from 80 to 180 feet of greenish and drab grey shales and thinly bedded siliceous and argillaceous limestones of the same color, together with a thin red shaly and very ferruginous layer known as the "iron ore band." This formation runs through the centre of the Manitoulin Island, the peninsula between Georgian Bay and Lake Huron and continues southward to the head of Lake Ontario, from which it strikes east across the Niagara River and through the State of New York almost to the Hudson.

(10.) *Niagara formation.* With the exception of about 80 feet of underlying bluish black shale on the Niagara River, this formation in Ontario consists almost entirely of magnesian limestone. It forms the rock over which the Falls of Niagara are poured, as well as the summit of the escarpment or "mountain" all the way from Queenston to Hamilton. From Hamilton it turns round the head of Lake Ontario and runs northwestward to Owen Sound and through the Indian Peninsula and all the islands of the Manitoulin group, and continues round the north and west sides of Lake Michigan. The formation begins in Herkimer County, N. Y., and increases in thickness as it proceeds westward. At Niagara Falls the limestone has attained 164 feet, at Hamilton about 240, at Owen Sound about 400 and on the Manitoulin Islands about 450 feet. Near Niagara and Hamilton it is tolerably compact and of a dark grey color, but in going northward it becomes much lighter, more thickly bedded and crystalline. The escarpment marking the northern and eastern limit of the Niagara formation, constitutes the principal physical feature in this part of Canada. It rises abruptly almost everywhere along its course and forms above it a broad plateau of level land. In the Blue Mountains near Collingwood this plateau attains an elevation of about 1,200 feet over Lake Huron or upwards of 1700 feet above the sea.

The Niagara formation is again met with on Lake Temiscaming, on the Upper Ottawa, where it consists of limestones and arenaceous beds with conglomerates, which together are estimated by Sir William Logan to amount to from 300 to 500 feet.

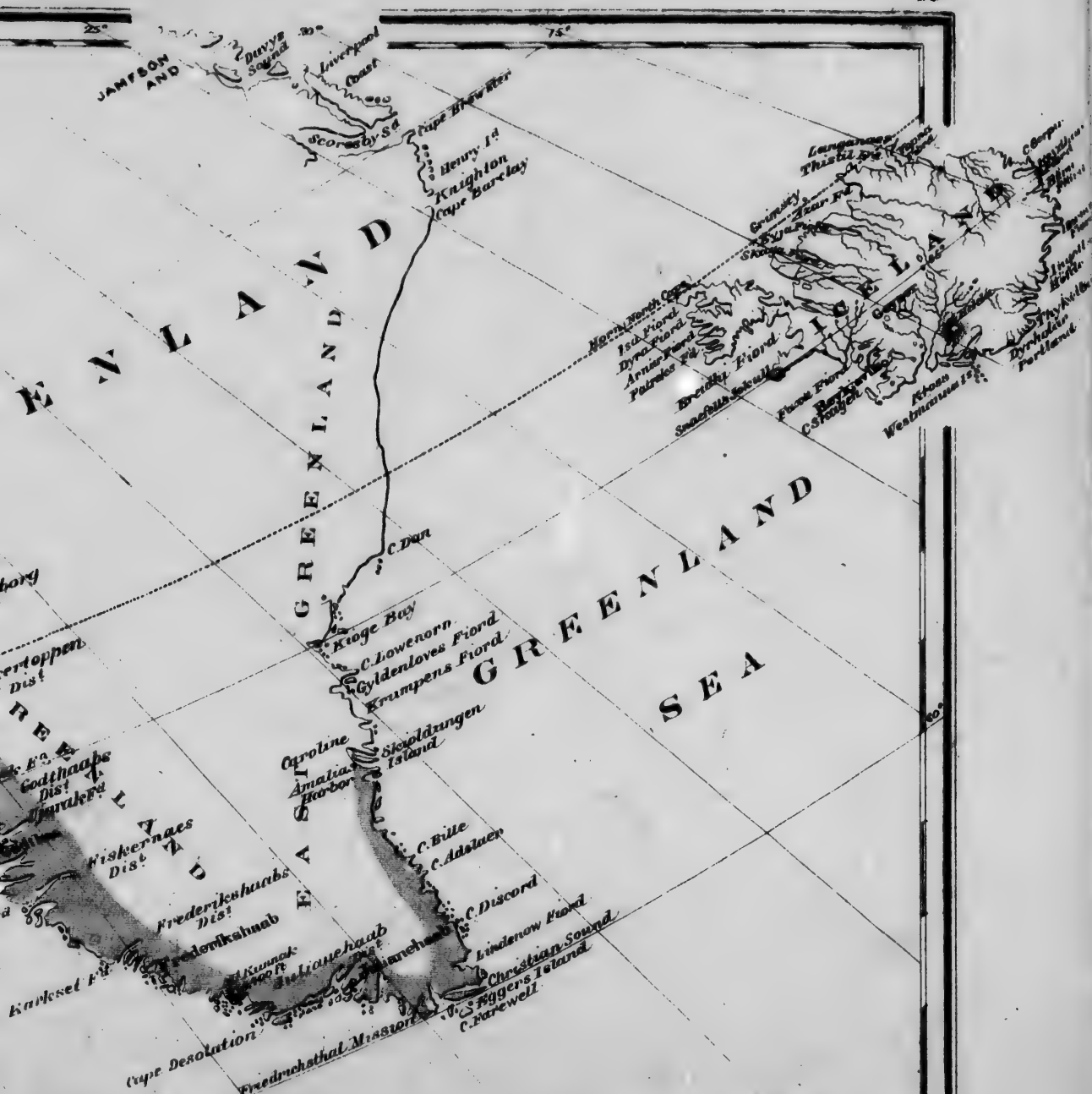
At Port Daniel on the Bay of Chaleurs there is a section of 3,340 feet of red, green and grey shales and greyish limestones containing fossils belonging to this formation.

A broad belt of strata of the age of the Niagara formation extends around the southern and western sides of James's and Hudson's Bays, forming a great extent of low level country. These rocks consist of drab and choco-









EXPLANATION OF THE COLORS.

Tertiary.
Cretaceous.
Triassic.

Permian.
Carboniferous.

Devonian.

Upper Silurian
Middle Silurian.











late colored shales and marls and yellowish grey limestones, lying almost horizontally.

(11.) *The Guelph formation*, so named from the town of Guelph in Ontario, is found only in this province. It consists of a magnesian limestone and begins near the Niagara River, following the summit of the Niagara formation round the head of Lake Ontario and through the western peninsula to the east shore of Lake Huron, in the northern part of the County of Bruce. It is also found in several places on the south side of the Grand Manitoulin Island. It spreads over a considerable breadth of country and attains its maximum thickness (about 160 feet) in the middle of its course. In the Niagara peninsula the dolomites of this formation are dark grey bituminous and somewhat crystalline, but in going north, they soon become of a buff or cream color and have a granular texture resembling sandstone. These dolomites form excellent building stones and have been largely used at Galt, Guelph, Elora and Fergus.

In the island of Anticosti the subdivisions of the Middle Silurian are not recognizable, but this series is here represented by a great development of highly fossiliferous limestones, to which the name of the Anticosti group has been given. These limestones are mostly of various shades of grey and are interstratified with occasional bands of shale. The total thickness of the group is nearly 1,400 feet.

THE UPPER SILURIAN SERIES consists of (12) the Onondaga formation and (13) the Lower Helderberg group.

(12.) *The Onondaga formation* derives its name from Onondaga in New York State. It enters Canada on the Niagara River above the falls and runs west to the Grand River, where gradually turning to the north-west, it comes to Lake Huron at the mouth of the Saugeen and then turns southward down the shore of the Lake to Goderich. In Wayne County, N. Y., the formation has a thickness of 700 feet, but at the Niagara River this appears to be reduced to less than 300. It has, however, probably increased again considerably before reaching Lake Huron. The formation consists principally of thinly bedded yellowish and drab-colored clayey dolomites and greenish and drab shales with some of a red color, especially near the base. On the banks of the Saugeen River, in the County of Bruce, some thick beds of dolomite occur, which are of a buff color and would make excellent building stone. At Walkerton drab-colored beds of the character of lithographic stone have been found in the same formation. But the principal economic products of these strata are the gypsum beds along the Grand River and the brine which is manufactured into excellent salt in Clinton, Goderich and Kincardine. The brine appears to proceed from beds of rock salt which have been penetrated in some cases in boring the wells.

(13.) *Lower Helderberg Group*. This group, although largely developed in the vicinity of the Helderberg Mountains in New York, where it is separated into five divisions by the American geologists, diminishes rapidly in proceeding westward, and all that reaches the province of Ontario is a portion of the lower or Water line division. This is found principally in the township of Bertie, opposite Buffalo and consists chiefly of greyish dolomite from twenty to forty-five feet thick. At St. Helen's

Island and elsewhere in the vicinity of Montreal, Dr. Dawson has detected some very small outliers of this formation which appear to have been caught in the trap-rock of that region, and it is supposed that the great body of the formation has subsequently been swept away by denudation.

In the County of Gaspé this formation is represented by thinly bedded grey cherty limestones and greenish argillaceous shales, having a total thickness of about 2,000 feet. These rocks are brought to the surface in parallel belts by a series of anticlinals, along which they usually dip to either side at high angles. They are supposed to be the source of the petroleum which is found in this region.

DEVONIAN SERIES.—In the provinces under consideration the Devonian series consists of (14) the Oriskany, (15) the Corniferous and (16) the Hamilton formations and (17) the Portage and Chemung group.

(14.) *The Oriskany formation* in Ontario consists of only about twenty-five feet of grey and brownish sandstone, running along the base of the next higher formation (with which it constitutes the Upper Helderberg group) from the Niagara River as far as the township of Windham, beyond which it has not been met with. Some of the fossiliferous sandstones near Gaspé Bay appear to belong to this formation.

(15.) *The Corniferous formation* (so called from the prevalence of chert or hornstone in it) covers the greater part of the western peninsula of Ontario south-west of a line drawn from the mouth of the Grand River on Lake Erie, to the mouth of the Saugeen on Lake Huron. In this region it consists mostly of greyish limestones, enclosing considerable quantities of fossil corals and is estimated at 160 feet in thickness, although in Michigan it is said to attain 350 feet. The petroleum of southwestern Ontario is believed to originate in this formation and to ascend and accumulate in the next one above.

(16.) *The Hamilton formation* (so named from Hamilton village, in Madison County, N. Y.) occurs pretty extensively between Lake Erie and the southern extremity of Lake Huron. It consists of greyish clays and soft shaly marls (the "soapstone" of the well-borers) interstratified with some limestone and arenaceous bands, and is estimated to have a thickness of about 300 feet.

(17.) *Portage and Chemung group*.—These rocks, which are so extensively developed in the States of New York, Pennsylvania and Michigan, are represented in Ontario by only a band of black bituminous shale not exceeding thirteen feet in thickness, which occurs in the townships of Brooke and Warwick and at Kettle Point in Bosanquet. But in the peninsula of Gaspé there is a series of grey, green and red sandstones and shales, known as the Gaspé sandstones, and measuring about 7,000 feet in thickness, which are of an equivalent age with this group. They are seen, dipping for the most part at high angles, all around Gaspé Bay and in the adjoining country to the south and west. They have yielded an interesting series of Devonian plants.

In addition to the formations above described there is a great series of rocks extending all along the southeastern border of the province of Quebec from Vermont to the Bay of Chaleurs, which appear to be mostly of Upper

Silurian and Devonian age. They consist principally of impure limestones, sandstones, argillites and mica-schists, in some places partly altered and in others having a slaty cleavage. They sometimes dip at nearly vertical angles, like the crystalline schists of the metamorphic portion of the Quebec group, but in general, are not highly inclined to the horizon. These strata have not yet been so perfectly studied as the other paleozoic rocks of Canada. The only economic materials so far found in them consist of limestone-marble, such as that of Dudswell, lead ore and a little gold in some quartz veins.

CARBONIFEROUS SERIES.—No rocks of the carboniferous period have been discovered in Ontario, but in the province of Quebec the lower part of the series is represented by

(18.) *The Bonaventure formation*, which receives its name from Bonaventure Island situated on the east coast of Gaspé, and composed entirely of these rocks. The formation consists of about 3000 feet of red sandstones and coarse reddish calcareous conglomerates and occurs in patches near the coast all the way round the eastern and southern sides of the peninsula from Gaspé Bay to the head of the Bay of Chaleurs. This part of the carboniferous series lies a great way below the productive coal measures.

SUPERFICIAL GEOLOGY.—The foregoing comprise all the older or fundamental rock-formations of Ontario and Quebec. Above them, the remainder of the great geological scale is entirely wanting until we arrive at the Post-tertiary period, which is represented in our superficial gravels, clays and sands.

In every part of the country the surface of the harder rocks, especially where they have been recently uncovered, are found to be worn down and marked by parallel grooves. These were produced during the drift period by the action of large masses of ice in the form of either glaciers or ice-bergs, moving over the rocks with loose gravel or stones beneath them. The general course of the grooves is southward, varying more or less to the east or west in different parts of the country. It was the same agency which transported southward the large quantities of boulders and finer materials which constitute the drift, boulder-clay or hard-pan which is everywhere spread over the country and out of which the overlying stratified clays and gravels, have been mostly derived by the subsequent action of water. The drift at any locality consists of the broken, crushed and worn fragments of the rocks of the place, mixed with a variable amount of transported materials. The proportions of these latter (making allowance for differences in durability) are in the inverse ratio of the distances which they have been carried; so that while we find isolated boulders and small quantities of fine fragments at considerable distances from their native seat, the great bulk of the drift is made up of the debris of rocks which exist *in situ* close by.

The stratified clays and sands of the two provinces appear to have been deposited under different circumstances. Those of Quebec and the eastern part of Ontario contain abundance of marine shells together with bones of some sea fishes and mammals, while none have been found west of the longitude of Kingston. The only organic remains as yet found in the western province consist of land and fresh-

water shells and fragments of wood in some of the more recent deposits. But clays containing a variety of marine shells have lately been discovered by the writer beyond the height of land, north of Lake Superior. The marine shells have been found in the province of Quebec up to a height of 470 feet above the present sea, an elevation sufficient to carry the salt water over a great part of Ontario, supposing the present relative levels of the land to have been maintained and, as now, no obstacle to have existed to prevent the westward flow of the sea. In Quebec, the lower plains are overspread by a great deposit of marine clay. The principal area of this deposit, which has been called the Leda Clay, (from a small shell which occurs in it) would be enclosed by a triangle formed by drawing straight lines between Ottawa, Quebec and the foot of Lake Champlain. The ground rises in all directions from the centre of this area which is surrounded by a broad irregular border of the early Saxicava

sand, so called from one of its characteristic shells. The same clays and sands are found in the valley of the upper Saguenay and along the south side of the St. Lawrence for more than 200 miles below Quebec. The Leda clay yields red bricks while those made from the lower clay formation of Ontario are of a creamy color. This latter formation is called the Erie clay and is of a blue color and stiff tenacious character. It has a thickness amounting, in some places, to about 200 feet and is spread over nearly the whole country between Lake Erie and the main body of Lake Huron. It also occurs along the north shore of Lake Ontario and between the Ottawa and St. Lawrence as far east as Ottawa City. Overlying the Erie clay unconformably, there is a deposit of thinly stratified clay, usually of a brown color, which is found in many places all over the province from the longitude of Ottawa to Lake Superior; but it is most largely developed in the valley of the Saugeen River, from which circumstances the formation has been

called the Saugeen clay. It appears to be of fresh-water origin and yields red bricks. Between the Ottawa River and Georgian Bay and in the country north of Lake Huron a fine yellowish sand is extensively spread over the Laurentian and Huronian rocks and has been named the Algoma sand. Deposits of sand of comparatively recent date and containing fresh water shells, are found along the Grand River and the Thames and in many places around the shores of Lakes Ontario, Erie and Huron. The largest of these extends south-eastward from the head of Georgian Bay. The remains of the extinct mammoth which have been found at Burlington Heights and elsewhere belong to deposits of this class.

A great accumulation of gravel (which has been named after the township of Artemisia) spreads over the high ground of Ontario between Brantford and Owen Sound. A long spur, known as the Oak Ridge, leaves this in the township of Albion and runs eastward as far as the great bend of the Trent in Sidney.

ZOOLOGY.

BY H. ALLEYNE NICHOLSON, M. D., D. Sc., F. R. S. E. &c.

AND W. H. ELLIS, M. A., M. B.

In giving an account of the Zoology of Canada, it is hardly necessary to say that nothing more can be attempted here than simply to give a general idea of the more important wild animals of the country. It would be easy to give approximately accurate lists of the quadrupeds, Birds, Fishes, Reptiles, &c., of Canada; but it does not appear that the repulsiveness of such collections of scientific names would be compensated for by any useful purpose which they would serve in what professes to be merely a general and popular sketch. Here, therefore, it will be sufficient to select for brief notice those wild animals only which have some claim for mention on account of their usefulness to man, or for the injuries which they cause, or, lastly, on account of peculiarities of especial interest. In accordance with this principle, also, we shall confine ourselves wholly to a consideration of the Vertebrate animals of Canada, leaving the Invertebrates wholly out of sight. There is the less to regret in this omission, as the Invertebrates of Canada are as yet but very imperfectly known, except as regards the fauna of the coast, whilst they are of much less general interest than the Vertebrates.

CLASS I.

MAMMALIA.

In considering the quadrupeds, or Mammals, of Canada, it will be well to pass each order under review, selecting for mention the more important examples of each. In so doing there are several orders which require no notice as they possess no Canadian representatives. The orders in question are the *Quadrumania* (monkeys), the *Marsupialia* (Kangaroos, Opossums &c.), the *Proboscidea* (Elephants), the *Edentata* (Sloths, Armadillos, and

Ant-eaters), the *Monotremata* (Duckmole, and Spiny Ant-eater), and the *Sirenia* (Manatees and Dugongs). The *Cetacea* (Whales and Dolphins) will also be left unnoticed, as its members inhabit the sea and cannot be said to be strictly Canadian. There remain six orders of Quadrupeds, which are more or less abundantly represented by Canadian species.

ORDER 1.—*UNGULATA* (*Hoofed Quadrupeds*):—All the Ungulates of Canada belong to the group of the Ruminants, and there are several which are of considerable interest and importance. Foremost amongst these comes the great Moose or true Elk (*Alces palmatus*), the largest member of the Deer family. The moose is quite as large as a horse, standing about six feet high at the shoulder; and in appearance it is somewhat clumsy and heavy. Its antlers are comparatively short, but are very widely dilated and terminate in a series of points along their outer edges. They are confined to the male, and are laid back horizontally when the animal is running. The Moose frequents the woody regions of the Fur countries to their most northern limit, and it feeds mainly upon the foliage of trees. Its hair is coarse and brittle; but the skin furnishes a thick pliable leather, and the flesh is highly esteemed as food. The Wapiti (*Cervus Canadensis*) is the representative in Canada of the European Stag and is sometimes, but wrongly, called the American Elk. "It is a true stag, with horns five or six feet in length and much branched. It stands about four and a half feet in height at the shoulder, and is light chestnut-red in summer and grayish in winter. The flesh is coarse; but the skin yields an excellent leather." The Wapiti is not found further to the north than the 56th or 57th parallel of latitude, but it extends its range southwards into the United States. It is stated by

Sir John Richardson to live chiefly on grass and the young shoots of willows and poplars. Under the name of "Caribou" are known two nearly related varieties of Deer, which are hardly, if at all, distinguishable from the Reindeer (*Cervus tarandus*) of northern Europe. The Woodland Caribou is found in the wooded portions of Canada; whilst the Barren-Ground Caribou retires to the woods in winter only, and passes the summer on the coasts of the Arctic Seas, or in the so-called "Barren Grounds." The Caribou is highly valued for its flesh and skin; but it has not been domesticated, as is the case with the European Reindeer.

The Prong-horn or Cabree (*Antilocapra Americana*) is not one of the true Deer, but is an Antelope, as shown by its possession of hollow horns surrounding a central core of bone. It does not extend further north than the fifty-third parallel of latitude, but is very abundant on some parts of the Saskatchewan.

The only Canadian representative of the family of the Sheep (*Ovidæ*) is the Bighorn or Rocky Mountain Sheep (*Ovis montana*), which inhabits the range of the Rocky Mountains as far north as the sixty-eighth parallel of latitude. It is very much larger than the domestic Sheep, sometimes attaining a weight of as much as three hundred and fifty pounds; and the males are furnished with enormous horns. The females have small horns like those of a goat. Of the family of the Oxen (*Bovidæ*) a very interesting form is the Musk-Ox, or, as it is often called, the Musk-Sheep (*Oribos moschatus*). This singular animal inhabits the Barren Grounds, lying to the north of the 60th parallel. It derives its name from the musky odour which it emits, and it is remarkable for the great length of its hair. Its horns are very broad at the base, and the animal is only

about as big as a moderately-sized Highland ox. The only other American Ox is the Bison (*Bison Americanus*), wrongly spoken of as the "Buffalo." This species formerly occurred in innumerable herds over a great portion of North America, but it has been gradually driven westwards, and has been much reduced in numbers. It is remarkable for its enormous head and shaggy mane, and for the possession of a conical hump between the shoulders.

The Bison is largely killed for its flesh and skin, and in too many cases, for sport alone.

ORDER 2.—CARNIVORA (*Beasts of Prey*):—Carnivorous animals are abundant in Canada, though they are fortunately for the most part of small size. Indeed, it is from this order that most of the more valuable furs of commerce are obtained. Many Canadian species of the order are known, and most of these can be merely mentioned.

Of the family of the cats (*Felidae*) the most important species is the Canadian Lynx or "Loup-Cervier" (*Lynx Canadensis*). Like all the Lynxes this animal has tufted ears, and its size is inconsiderable (length about three feet). It is a perfectly harmless animal so far as man is concerned, and it lives principally upon the American Hare. It is largely killed for the sake of its skin, which is of considerable commercial value. The Puma (*Felis concolor*), commonly known as the "Catamount," is a much more formidable animal than the preceding; but its range has become much restricted.

Of the family of the Wolves, Dogs, and Foxes (*Canidae*) the largest species is the White and Grey Wolf (*Lupus occidentalis*), the colour of which varies from white to grizzly gray. This animal is very abundant throughout the North American continent; but it rarely attacks man, unless hard pressed for food, and in packs. There seems to be little doubt but that the Indian dog is the lineal descendant of this species of Wolf. The Red Fox (*Vulpes fulvus*) is very closely similar to the common European species, and possesses similar predatory habits. The Cross Fox and the Silver or Black Fox are considered to be mere varieties of the Red Fox. The skin of the Red Fox has considerable commercial value, and is largely exported to Europe. The Arctic Fox (*Vulpes lagopus*) abounds in high northern latitudes, not coming further south than the 50th parallel. The fur in winter is pure white, but it is considered of small value.

Of the Weasel family (*Mustelidae*) are several Canadian species which are largely sought after for their fur. Chief amongst these is the Pine Marten (*Mustela Americana*), which yields the beautiful and valuable fur known as Hudson Bay Sable. The so-called American Sable is obtained from another animal of this family, the little Black Mink (*Mustelus nigrescens*). The Ermine Weasel also occurs in Canada, but its fur is much less valuable than either of the preceding. Allied to the true Weasels are the Skunks, (*Mephitis*), one species of which is not uncommon in Canada. The Skunks, though sufficiently inoffensive animals, have gained an evil notoriety for the intensely disgusting odour of the secretion of glands placed under the tail. The family of the Badgers (*Melidae*) is represented by the American Badger or "Siffleur" (*Taxidea Labradorica*), the Canadian Otter (*Lutra Canadensis*), and the Wolverine (*Gulo luscus*). This last mentioned animal occurs also

in northern Europe and Asia, and though a very voracious and destructive animal it hardly deserves the name of "Glutton" often applied to it.

Of the family of the Bears (*Ursidae*) the two most important species are the Grizzly Bear, and the common Black Bear, of which the latter has much the widest range. The Grizzly Bear, (*Ursus ferox*) is one of the largest and most ferocious of the family, and is found in the Rocky Mountains and the plains to the east of them, extending as far north as the 61st parallel. The Black Bear (*Ursus Americanus*) is widely distributed over Canada, and is of by no means rare occurrence. It is much smaller than the Grizzly, its total length seldom exceeding five feet. It lives chiefly upon berries and roots, and rarely meddles with human beings. The animal is largely killed for the sake of its fur.

ORDER 3.—RODENTIA:—By far the most important of the Rodent animals is the Beaver (*Castor fiber*), distinguished from all other members of the order by its horizontally-flattened scaly tail. The Beavers are essentially aquatic in their habits, and their practice of damming up the streams which they frequent is well known. The colour of the hair is reddish brown, and the fur is of the greatest value as an article of commerce.

Another interesting Rodent is the Canada Porcupine (*Erethizon dorsatus*), which is very abundant in many places. It differs from the European Porcupine in having short spines which are half hidden in the hair; and it attains a length of from two to three feet. It is a perfectly harmless and very sluggish animal, and is stated to pass much of its time in sleep. Its flesh is relished by the Indians, but hardly suits those who are not accustomed to it.

The other Canadian Rodents belong mainly to the groups of the Squirrels (*Sciuridae*), the Mice and Rats (*Muridae*), and the Hares and Rabbits (*Leporidae*). Of the Squirrels the commonest forms are the Red Squirrel (*Sciurus Hudsonius*), the Grey Squirrel (*S. cinereus*) and the Chipmunk (*Tamias striatus*). There are also examples of the Flying Squirrels (*Pteromys*), and of the nearly allied group of the Marmots. The Dormice of the old world are not represented in Canada, but there are many true (*Muridae*). Canada also possesses representatives of groups more or less related to the Mice, such as the Jumping Mouse (*Jaculus Hudsonius*), and the Musk-rat (*Fiber zibethicus*). Of the family of the Hares and Rabbits the most abundant Canadian species are the Northern Hare (*Lepus Americanus*) and the Polar Hare (*Lepus glacialis*).

ORDER 4.—INSECTIVORA:—The Insectivorous Quadrupeds are not well represented in Canada, though some of the members of this order are very abundant and are very widely distributed. The group represented by the Hedgehogs of the Old World is unknown in Canada. The family of the true Shrew Mice (*Soricidae*) is represented by several species of small importance. The family of the Moles (*Talpidae*) is represented by the common Shrew-Mole (*Scalops aquaticus*), distinguished from the genuine Moles by having the feet webbed. The eyes in this singular animal are quite rudimentary, and its power of vision must be of the most limited description. Like the European Mole it burrows below the surface of the soil, descending only to small depths, and throwing up at intervals little hillocks of earth. The

Star-nosed Mole (*Condylura cristata*) is also an inhabitant of Canada. It resembles the European Mole and Shrew-Mole in its habits; but is distinguished from both by the fact that the nose is surrounded by a fringe of fleshy processes.

ORDER 5.—CHEIROPTERA:—The last order of the Quadrupeds which needs notice is that of the *Cheiroptera*, comprising only the Bats. All the Bats of Canada live upon insects, and belong, therefore, to the large group of the Insectivorous *Cheiroptera*. They would appear to be entirely referable to the common genus *Vesperugo*, but they have not yet received the examination which they deserve.

CLASS II.

BIRDS.

The number of birds known in Canada is already very great, and will doubtless be considerably increased by future researches. Here it will be sufficient to take the orders of birds *seriatim*, mentioning simply the more important examples of each.

ORDER 1.—RAPTORES (*Birds of Prey*): The order *Raptores* comprises the Eagles, Hawks, Falcons, and Owls; and it is very largely represented in Canada. The more important Canadian species of this order are the Peregrine Falcon (*Falco anatum*), the Sparrow Hawk (*Accipiter fringillarius*), the Goshawk (*Astur atricapillus*), the Red-tailed Hawk (*Buteo borealis*), the Red-shouldered Hawk (*Buteo lineatus*), the Marsh Hawk (*Circus Hudsonius*), the Bald Eagle (*Haliastur leuccephalus*), the Golden Eagle (*Aquila Canadensis*), the American Fish-Hawk (*Pandion Carolinensis*), the Great Horned Owl (*Bubo Virginianus*), the Mottled Owl (*Scops asio*), the Long-eared Owl (*Otus Wilsonianus*), the Barred Owl (*Syrnium nebulosum*), the Cinereous Owl (*Syrnium cinereum*), the Sparrow Owl (*Nyctale Richardsoni*), and the Snowy Owl (*Nyctea nivea*).

ORDER 2.—SCANSORES (*Climbing Birds*):—This order includes the Parrots, Toucans, Trogons, Cuckoos, and Woodpeckers, of which only the two last are represented in Canada. The chief Canadian species of this order are the Yellow-billed Cuckoo (*Coccyzus Americanus*), the Black-billed Cuckoo (*Coccyzus erythrophthalmus*), the Hairy Woodpecker (*Picus villosus*), the Yellow-bellied Woodpecker (*Sphyrapicus varius*), the Pileated Woodpecker or Black Woodcock (*Hylotomus pileatus*), the Red-headed Woodpecker (*Melanerpes erythrocephalus*), and the Golden-winged Woodpecker (*Colaptes auratus*).

ORDER 3.—INSESSORES (*Perchers*):—The great order of the Insectorial or Perching birds includes a vast number of species, out of which it will only be possible to make a limited selection. The family of the Humming-birds (*Trochilidae*) is represented in Canada by a single species, the Ruby-throated Hummingbird (*Trochilus colubris*). The family of the Swifts (*Cypselidae*) has also but a single Canadian representative, the Chimney Swallow (*Chaetura pelagica*). The family of the true Swallows (*Hirundinidae*) is represented by the Barn Swallow (*Hirundo Americana*), the Cliff Swallow (*H. lunifrons*), the Bank Swallow (*H. riparia*), the White-breasted Swallow (*H. bicolor*), and the Purple Martin (*Fregata purpurea*). The Goatsuckers (*Caprimulgidae*) are represented by the Whip-poor-will (*Antrostomus vo-*

eiferus), and the Night Hawk (*Chordeiles popetue*). The King-fishers (*Alcedinidae*) are represented by the Belted King-fisher (*Ceryle alcyon*). Of the Fly-catchers the most familiar species are the King bird (*Tyrannus Carolinensis*), and the Phoebe bird (*Sayornis fuscus*). The Thrushes (*Merulidae*) are known by many species, of which the commonest are the Wood Thrush (*Turdus mustelinus*), and the Robin (*Turdus migratorius*), with the nearly related Cat Bird (*Mimus Carolinensis*). The Crested Wrens (*Regulus*), the Titmice (*Parus*), the Nuthatches (*Sitta*), the Creepers (*Certhia*), the true Wrens (*Troglodytes*), and the Warblers (*Sylvia*) are represented by Canadian species, the last of these by many forms. The Tanagers are personated by the Scarlet Tanager (*Pyrrhura rubra*), and the Chatterers by the Cedar Bird (*Ampelis cedrorum*). The Shrikes are not unrepresented, and the great family of the Finches comprises many well known Canadian birds. The family of the Starlings (*Sturnidae*) comprises many familiar birds, such as the Bobolink, the Cow bird, and the Baltimore Oriole. The family of the Crows (*Corvidae*) is represented by the American Crow (*Corvus Americanus*), the Raven, and the Blue Jay (*Cyanura cristata*), with the less common Canada Jay (*Perisoreus Canadensis*).

ORDER 4.—RASORES (*Scratchers*):—The order of the Scratching Birds includes the two distinct groups of the Pigeons (*Columbacei*), and the Game-birds (*Gallinacei*). The only common Canadian species of the former is the wild Pigeon (*Ectopistes migratoria*), which resides permanently in Canada except in the most severe cold weather. The Gallinaceous section of the (*Rasores*) is more largely represented, the chief Canadian forms being the Canada Grouse or Spruce Partridge (*Tetrao Canadensis*), the Ruffed Grouse or, as it is wrongly called, the Partridge (*Bonasa umbellus*), the Virginian Quail or Partridge (*Oryz. Virginianus*), and the wild Turkey (*Meleagris gallopavo*). The name of "Partridge" applied to the first three of these birds is exceedingly inappropriate, as there are no true Partridges in Canada.

ORDER 5.—GRALLATOIRES (*Waders*):—The wading Birds are well represented in Canada. In the family of the Herons (*Ardeidae*) we have, amongst others, the great Blue Heron (*Ardea herodias*) the Great Bittern (*Botaurus lentiginosus*), and the Night Heron (*Nycticorax nycticorax*). In the family of the Charadriidae or Plovers, are various true Plovers, Oyster-catchers, and Turnstones. The great family of the Scolopacidae includes numerous well known birds such as the Woodcock (*Philohela minor*), Wilson's Snipe, many Sandpipers, and three species of Curlew. The family of the Rallidae, lastly, includes such familiar birds as the Marsh Hen (*Rallus elegans*), the Virginia Rail (*R. virginianus*), and the Coot (*Fulica Americana*).

ORDER 6.—NATATOIRES (*Wading Birds*):—The order of the Waders is very numerously represented by Canadian Birds. The family of the Cygnidae includes the rare American Swan (*Cygnus Americanus*), and the Trumpeter Swan (*C. buccinator*). The family of the Geese (*Anserinae*) is represented by the Snow Goose (*Anser hyperboreus*), the Canada Goose (*Bernicla Canadensis*), and other less abundant species. The family of the Ducks (*Anatidae*) has many Canadian representatives of which the most important are the Mallard (*Anas boschas*), the Black Duck (*A. obscura*), the Pintail Duck (*Dasia acuta*), the Blue-winged Teal (*Querquedula discors*), the Shorelark (*Spatula clypeata*), the

Gadwall (*Chaulestasus streperus*), the American Widgeon (*Mareca Americana*), the Summer Duck (*Aix sponsa*), the Canvas-back Duck (*Aythya vallisneria*), and the Eider Duck (*Somateria mollissima*). The Gulls (*Laridae*), the Cormorants (*Phalacrocorax*), the Terns (*Sterna*), the Petrels (*Procellariidae*), the Divers (*Colymbus*), the Grebes (*Podiceps*), the Shearwaters (*Puffinus*), the Guillemots (*Uria*), the Auks (*Alca*), and the Puffin (*Mormon*) are also represented by Canadian species.

CLASS III.

REPTILIA.

In Reptiles the blood is not perfectly oxygenated and hence their temperature is much the same as that of the medium which they inhabit. Their integument is furnished with plates or scales. They breathe by means of lungs throughout their life.

Of the order *Lacertilia*, the Lizards, only one or two inconspicuous species occur in Canada.

The *Ophidia* or Serpents have no visible limbs, no breast bone, and no movable eyelids.

The family *Coluberridae*, Serpents without poison fangs and without appendages to the tail comprise most of the ordinary harmless snakes.

To the genus *Coluber* belongs the Black Snake, (*C. constrictor*), a snake which is from three to six feet in length, black above, slate coloured beneath. It is a bold and active snake, and will even climb trees in pursuit of eggs and young birds.

C. punctatus the Ring Snake, and *C. vernalis*, the pretty little Grass Snake, are common species.

The Striped Snake, (*Tropidonotus tania*) inhabits swampy places and lives on frogs and mice.

The family *Crotalidae* possess moveable poisonous fangs in the upper jaw, and no other teeth in that jaw. The most remarkable serpents of this family belong to the genus *Crotalus* which is marked by an appendage to the tail consisting of several horny plates, by the motion of which the creature can produce a noise. Hence the popular name of Rattlesnakes applied to the snakes of this genus.

C. durissus, the Northern Rattle-snake, attains a length of three or four feet. It is of a reddish brown colour, mottled with irregular black blotches. When alarmed it gives warning by vibrating its rattle. Fatal results very rarely follow from the bite of the Canadian rattle-snake.

The order *Chelonina*, Tortoises and Turtles are without teeth, the jaws forming a kind of horny beak and are enclosed in a case of bone covered with horny plates. The aquatic species are known as Turtles and do not reach so far north as the Canadian coasts, although they have been captured off New York.

The Snapping Turtle, (*Chelydra serpentina*) is a singular and repulsive looking creature. It attains a considerable size. It lives on frogs and fish, and frequently seizes and devours young ducks. It is sometimes called the Alligator Turtle from its long and crested tail.

The genus *Emys*, the Terrapins, comprises the most North American fresh water Tortoises. *E. picta*, the Painted Tortoise, ranges from Lake Superior to Georgia. It is a beautiful tortoise. It feeds on insects and on the leaves of the *Alisma Plantago*. It lives in quiet ponds.

The Mud Turtle (*Sternotherus odoratus*) is a small tortoise of a dark olive green colour emitting a disagreeable odour. It inhabits ponds and ditches.

The class AMPHIBIA comprises those vertebrated animals which undergo metamorphosis

In their earliest stage they are known as "tadpoles" and in this state they breathe by means of gills. In course of time lungs are developed and the gills or branchiae usually disappear although in some cases they are retained. Two orders are represented in Canada, the *Anoura* in which the adult animal is destitute of a tail, and the *Urodela* in which the tail is retained through life.

The *Anoura* comprises the Frogs and Toads. The Bull Frog (*Rana pipiens*), is well known by his loud hoarse croak. This species is from six to twelve inches in length, dark olive green with dusky blotches. It feeds on snails, insects, and crustacea. One of the commonest and at the same time most beautiful and active frogs is *R. haterina*, the Shad Frog or Leopard Frog. It is green with brown spots bordered with yellow.

In the genus *Bufo* the body is thick and swollen, covered with warts, and the hind legs are not so long as in *Rana*.

B. Americanus, the common American Toad, is a common species.

The Tree Toads are distinguished by a curious appendage to the toes by which they adhere to trees, &c. *Hyla versicolor*, the northern Tree Toad, possesses the power of changing its colour, like a chameleon. It can assimilate itself so closely to the bark of a tree as to be almost undistinguishable from it.

The order *Urodela* contains the Newts and Salamanders. The genus *Salamandra* usually lives on land.

The little scarlet Salamander (*S. coccinea*) is found under rotten logs. It is a beautiful little creature.

The genus *Triton* comprises various aquatic species. *T. millepunctatus*, the crimson Spotted Triton, is common in many streams. In both these genera the gills are not present in the adult animal, but in the family *Sierridae* they are retained throughout life. The *Megobrychus lateralis* or Banded Proteus belongs to this family. It is found in Lakes Erie and Ontario. It attains the length of from one to two feet and resembles a gigantic Newt from which, however, it may be easily distinguished by the gills which form a red tuft on each side behind the head.

FISHES.

Canada is particularly rich in the numerous and valuable species of fish which inhabit her waters, both salt and fresh. Her Cod fisheries form a large and important source of wealth, the delicious White-fish abounds in her great lakes, and her streams, especially towards the north swarm with delicious trout.

This class is divided by Müller into five orders: the *Selachii*, the *Ganoidi*, the *Teleostei*, the *Cyclosteomi* and the *Leptocardi*. In the *Selachii* or Sharks and Rays, the skeleton is cartilaginous and the gills are fixed, the water used in respiration escaping through a series of holes behind the head on each side. Several species occur on the Canadian coast. Among them the Thresher Shark (*Carcharias vulpes*), the Basking Shark (*Selachus maximus*), and the Spinous Dogfish, (*Spinax acanthias*).

The *Ganoidi* are usually covered with a kind of armature of bony plates covered with a thin layer of enamel. The order contains the Sturgeons and the remarkable *Lepidosteus Bony-pike*. In the *Acipenseridae* or Sturgeons, the body is covered with bony plates arranged in longitudinal rows and the mouth is small, without teeth and placed beneath an elongated

muzzle. The Lake Sturgeon, (*Acipenser rubicundus*) occurs in Lakes Erie and Ontario. They are speared in the summer and much esteemed for food.

In the *Lepidosteus* the skeleton is firmly ossified, the body is covered with lozenge-shaped bony plates arranged in oblique rows, and the jaws are narrow and elongated and armed with long pointed teeth. *L. osseus* inhabits the great lakes.

In *Teleostei* which includes most of the well known members of the class, the skeleton is more or less perfectly ossified, the gills are free, and the body is generally covered with scales, though sometimes quite naked. The order has been subdivided into several groups.

The *Acanthopteri* are characterized by possessing one or more unjointed spiny rays in the fins.

To this group belong the *Percide* or Perches. Several genera of this family are represented in Canada. The Yellow American Perch (*Perca flavescens*) abounds in the great lakes and in ponds and rivers which find their outlet in them. It is a beautiful fish. Its back is a greenish yellow which shades gradually into a bright golden yellow on the sides with minute black specks, the back and sides are traversed by nine or ten vertical dark bands, the anal and ventral fins are bright orange. The Yellow Perch is a very well known and highly esteemed fish. It sometimes attains a weight of three pounds or even more. Though inferior in delicacy to the salmon tribe, it is an excellent fish for the table.

The genus *Labrax* differs from the preceding in possessing a tongue furnished with teeth. The fish of this genus are commonly known as Bass. The Bar-fish or Canadian Bass of the St. Lawrence is probably identical with the Striped Bass (*L. lineatus*) of New-York. It was formerly separated as a distinct species under the name of *L. notatus*, from a fancied resemblance of its markings to musical characters. It is a robust fish with silvery sides and a back brilliant with iridescent green, gold and pink colours.

The genus *Huro* is closely allied to *Perca*. *H. nigricans*, the Black Huron or Black Bass resembles the perch in form. It is of a dark colour above and yellowish white below. It attains a length of a foot or a foot and a half. It is highly esteemed as an article of food, its flesh being white and firm. It is found in Lake Huron, frequenting deep holes under banks, and may be readily taken with a hook baited with a grasshopper. *Lucioperca Americana*, the Pickerel, is found in all the great lakes ranging from lat. 58° N to the river Ohio. It is an extremely voracious fish, taking the hook readily. Its back is greyish black, the sides yellow, the belly silvery white. It lies in wait under weeds in the deepest parts of streams and lakes, or at the mouth of rapids. It is generally caught by trolling with a spoon hook. It varies from one to two feet in length. *L. Canadensis*, the green Pickerel, inhabits the St. Lawrence.

The Fresh-water Bass (*Centrarchus aeneus*) sometimes called the Rock Bass is very common in the region of the great lakes frequenting shady places under high banks. It lives on crawfish, worms and the larvae of beetles. It is caught in large numbers for food. Its colour is bright bronze with dark spots and metallic green gill covers. These colours are exceedingly brilliant during life. *C. fasciata* is dusky blue with transverse bands. It is known as the Black Bass and is common in the great lakes.

The beautiful little Sunfish, (*Pomotis vulgaris*), common in every pond in the lake region, belongs to an allied genus. It conceals itself beneath the leaves of the yellow pond lily and feeds on fresh-water shellfish, worms, &c.

The sheep's head, (*Corvina oscula*) is found in Lakes Erie and Ontario and is described as being a poor, tasteless fish. It belongs to the family *Scienidae*. *C. Richardsoni*, the Malasheganay, inhabits Lake Huron and according to Dr. Richardson, rivals the Turbot in flavor.

In the group *Anacanthini* the fishes are distinguished by the absence of spinous rays from all the fins and by the possession of a completely closed air bladder. Among them is the Cod family or *Gadidae* in which the body is long, tapering to a strong tail and the fins are large. They have a tendency to congregate in vast numbers in particular places, as on the banks of Newfoundland, where there are most valuable fisheries for the capture of the Newfoundland cod, *Morhua vulgaris*. This fish preys upon smaller fish, crustacea and mollusca. The bait used by the fishermen is often a cuttle fish. Large numbers are annually salted, and a valuable oil is prepared from the liver. *M. Americana* occurs along the Atlantic coast.

The fish of the family *Plenrionectide* present a very remarkable structure. The body is very much flattened at the sides, hence the popular name of *Flat-Fish*. They do not, however, swim erect but lie flat on the bottom with one side, which is generally white, the other side being usually of a brownish colour. The head is twisted so that both eyes are on the upper side. The Sole Turbot and Flounder belong to this family. The Halibut (*Hippoglossus vulgaris*) frequents the Atlantic coast of Canada. It is a very large fish, attaining a weight of five or six hundred pounds. They are caught in great numbers and usually salted.

In the group *Physotomi* the fins are soft rayed and the air bladder communicates with the pharynx.

The family *Siluride* is distinguished by the want of scales. They are sluggish fish inhabiting muddy fresh-water streams and lakes. They have a large flat head furnished with several fleshy filaments which have been compared to the "whiskers" of a cat, whence they are commonly called catfish.

The great Lake Catfish (*Pimelodus nigrescens*) inhabits Lakes Erie and Ontario and their tributary streams. It is a large fish of a deep olive brown colour, inhabiting muddy bottoms. It is frequently speared by torch-light. *P. borealis* inhabits the fur countries, and although by no means prepossessing in appearance is a very rich-flavoured fish.

To the family *Cyprinidae* belong the Sucker (*Catostomus commersoni*) a fish which though common in the markets is of no value for the table, and the pretty little shiner, (*Leuciscus chrysoleucas*).

The *Esocide* or Pikes differ from the foregoing family in having their jaws armed with formidable teeth and in the arrangement of their fins. The Maskinongé (*Esox estorj*) is a fine fish, attaining a weight of twenty or thirty pounds. It inhabits Lakes Erie and Ontario in considerable numbers but is much rarer in Lake Huron. It is esteemed one of the most valuable fish for the table that is found in Canadian waters. Its colour is deep greenish brown, darker above, paler below with numerous rounded yellowish or greyish spots.

E. lucioide, the Common Pike, abounds in shallow ponds and creeks in the neighbourhood of marshes. Its colour is blackish green on the back, passing through grey to nearly white on the belly. Cuvier pronounced a specimen taken in Lake Huron identical with the English pike *E. lucius*. Agassiz however separated the American species under the name of *E. lucioide*.

The family *Salmonidae* are characterized by two dorsal fins, the second of which is merely a fold of skin enclosing fat. An adipose fin of this kind occurs in some *Siluride*; but the Salmon tribe are distinguished from them by being covered with scales.

The common Sea Salmon of Europe (*Salmo Salar*) frequents the Canadian shores and ascends the St. Lawrence until it is stopped by the Falls of Niagara. This beautiful fish needs no description. It appears in Lake Ontario about April and was formerly very abundant there. Dr. Richardson was told in 1826 that they entered the shallow gravelly rivers in the vicinity of Toronto in August for the purpose of depositing their spawn and that they were taken in great abundance in September, continuing to ascend until November. They were taken in nets, or speared by torch-light. These facts I have often heard confirmed by old residents. An extensive Salmon fishery formerly existed at the head of Lake Ontario, but was broken up by the war of 1812. Salmon have, for many years been very rare in this lake, but since 1866 experiments have been made to increase their number by hatching them artificially, and have been attended with marked success. The Salmon is found in the rivers of the Atlantic coast from the gulf of St. Lawrence northward.

The Mackinaw Salmon (*S. Amethystus*) is a splendid fish reaching a size greater than any other of the *Salmonide* sometimes attaining, according to Mitchell, a weight of one hundred and twenty pounds. It is dark grey with numerous light grey spots on the back and sides. Its flesh is reddish in colour and very rich; it inhabits the northern lakes, frequenting their deepest parts and only approaching the shores in order to spawn.

S. fontinalis, the Brook Trout, is one of the most delicious of fresh-water fish. It is very common in the running streams of most parts of Canada, though it is fast being extirpated from the more settled parts of the country. It is a beautiful trout of a bluish yellow colour above with vermilion dots, and large yellow spots near the lateral line. Its belly is silver white. *S. erythrogaster* is very similar in appearance, but may be distinguished by the reddish orange sides of the abdomen and the red margin of the tail.

To this family also belongs the well known White-fish (*Coregonus albus*), which is of more value as an article of food than any other American fresh-water fish. It forms the principal food of several tribes of Indians and is often the staple article of diet among the fur traders of Hudson's Bay. It inhabits all the large lakes from the Falls of Niagara to the Arctic Sea; its flesh is bluish white, becoming opaque white when boiled. Its flesh is very rich, but Dr. Richardson states from his own experience that "although deprived of bread and vegetables, one may live wholly on this fish for months and even years without tiring." It is caught in great number in nets under ice.

HISTORICAL SKETCH OF CANADA.

PREPARED FOR THE NEW DOMINION ATLAS

BY H. H. MILES, L.L.D., D.C.L.,

Author of "Canada under French régime from 1534 to 1763," "The School History of Canada, 1535 to 1867" &c., &c.

This sketch is intended to furnish an outline of the principal events belonging to Canadian History. Only a brief mention, however, will be made of the incidents which transpired before Canada passed by the Treaty of Paris, February 10th, 1763, under British rule—not that a full narrative of the French Régime would be found by any means destitute of interest and importance, but chiefly for the reason, that, considering the limited space which can be afforded for the letter-press accompanying this work, the wishes and requirements of its possessors will be best consulted by having brought more prominently under their notice a review of the territorial, political, and social circumstances of this great country, during its existence in the last hundred years as a colony of Great Britain.

We, therefore, refer the reader to other sources of information (†) for full details of the discovery of the country by Jacques Cartier 1534 } and of the attempts at exploration and 1535 } colonization made by that renowned navigator, by Roberval, De la Roche, De Monts, and others. Samuel de Champlain, 1608 } founder of Quebec and Three-Rivers, the discoverer of the River Richelieu, 1615 } Lakes Champlain, George, Ontario, Simcoe and Huron, and the first French Governor of Canada (New France) died in the year 1635, leaving behind him a character for valour, perseverance, piety and other excellent personal qualities, which will always render him a conspicuous object of admiration, not only in Canada, but wherever virtue, wisdom and heroic deeds are cherished as worthy to command respect and excite imitation. At that time, and during the governorship of Champlain's successors (Montmagny, D'Aillebault, De Lauzon, D'Argenson and D'Avignon) down to the year 1663, the supreme control of the affairs of the Colony was vested in a Company established by Cardinal 1627 } Richelieu, and chartered by the French Government under the designation of "The Society of 100 Associates."

The Company of Associates received from the King the powers and privileges which had been previously granted to the vice-roys and chartered companies. It was bound to provide for the settlement of the country, and for the religious care of the colonists, as well as the conversion of the savages. Four thousand colonists were to be taken out and settled on lands before the year 1643. Every inhabitant was to be a French subject, and only one religious faith was to be tolerated. The religious missions for the conversion of the heathen tribes were to be entrusted to only one

order of Priesthood. The Governor, or chief officer of the company in the colony, was to be appointed by the Society—also the officers of justice, subject to the King's approval.

Until the stated number of colonists should be taken out, the company was to have the control of all the commerce of the colony, in addition to the peltry trade, excepting the cod and whale fishery. This latter was left open to all the king's subjects.

The rights of the company included a jurisdiction over all the territory claimed to belong to France on the continent of North America.

Instead of bringing out the stipulated number of Colonists, the Associates did not transport so many as one thousand, from first to last, during its whole existence. For we learn from authentic sources, that there were only about 800 souls in the colony, in 1648. In 1662, fourteen years later, the number was less than two thousand. But not nearly all these were brought by the Associates.

1666 } When Champlain died, the entire Colony consisted of about 250 persons. The historian Charlevoix says that Canada then comprised, a fort at Quebec, surrounded by a few miserable houses and barracks, two or three huts on the island of Montreal, the same at Tadoussac and at a few other places on the St. Lawrence, used for the fishing and peltry trade, together with the beginnings of a station at Three Rivers. In five years more, scarcely 100 were added to the population. Soon afterwards, Richelieu, the founder of the 1642 } Company, died. From that time it did little or nothing towards augmenting the colony. It merely sent out annually a few vessels, with merchandise, to carry on the peltry traffic.

Thus the country was not much indebted to the Company of Associates for supplying it with inhabitants.

The neglect of the Company in this respect was, in part, compensated for from other sources.

Every year the Jesuit missionaries in Canada used to send reports to the Superiors of their order in France. These reports, known by the title of "the Relations of the Jesuits," sometimes contained information about the advantages of the country for settlement. The Associates allowed them to be printed and published in Paris, and in the country parishes. The consequence was that a good many people in different parts of France were led to emigrate. Persons of good family and fortune embarked for Canada, from time to time, bringing out with them, artisans, labourers, and dependents, to whom they engaged to assign lands on easy terms. To such persons the Company of Associates conceded tracts of land along the St. Lawrence, to which the name of *Seigneuries* was given.

Moreover, minor companies were formed, chiefly by pious and wealthy people—for the purpose of founding settlements. In 1641 and

1642, a society, called "The Company of Montreal" sent out upwards of 50 able bodied men, equally well fitted to cultivate the ground and to use warlike weapons. Their leader was a noble gentleman named *Maisonneuve*. By him and his companions the Island of Montreal was settled, and the city, called at first *Ville Marie*, was founded (May 18th 1642.) In the course of ten years this society brought out more than 200 colonists, including women and children.

At the time of the foundation of *Ville Marie*, or soon after, there were already about 20 *seigneuries*. The most of these had been granted to different persons near Quebec and there were others in the vicinity of Three Rivers, and of the newly settled Island of Montreal.

Before this period, several religious establishments had been founded at or near Quebec. In 1637, one, named "St. Joseph de Sillery," after its founder, was begun at a spot about four miles above the city. In 1639, the "Ursuline Convent," and "Hotel-Dieu Hospital" of Quebec were established. For the work connected with the religious establishments, as well as for clearing land on the *seigneuries*, and building houses for the *seigneurs*, there was need of artisans, labourers and cultivators. These were brought from time to time by those who required their services.

To show further that the religious orders contributed to the increase of the colony, it is only necessary to mention that the *Sulpicians*, who had acquired the island of Montreal 1644 } afterwards imported no less than 500 inhabitants within the space of five years.

Some time between 1650 and 1660, a peculiar mode of supplying the colony with work people was introduced. It was a system which continued in use for a long time.

Every ship's captain bound for America, was required to carry out a certain number of young men, called *engagés*, who were obliged to work for employers in the colony during three years, at fixed wages, with food and lodging. The captains parted with the young men to those requiring them, receiving a certain sum of money in each case to cover the expense of the passage from France. On the expiration of the three years' service, the *engagés* were free to become settlers on the land or to enter into other occupations.

To furnish wives for the colonists, young women of good character were brought out under the auspices of religious persons of their own sex. They were at first selected from among orphan girls, brought up at the general hospital in Paris at the cost of the King, and called the *king's daughters*. Afterwards, in order to procure persons of strong constitutions, and better fitted to perform the various kinds of work likely to be required in the colonies, the selection of the female emi-

(†) Voyages of Jacques Cartier.—Works of Champlain 4 Vols. Quarto, edited by the late Rev. G. Laverdière.—Charlevoix's History of New France.—France and England in North America, a series of historical narratives by Francis Parkman.—Canada under French Régime, by the author of this sketch. Any of these works can be procured from Messrs. Dawson, publishers, Montreal.

grants, of this class, was made among the inhabitants of the country parishes.

By the various means which have been mentioned, the colony became gradually more and more settled, in spite of the neglect of the Company of Associates and other serious hindrances. Before the year 1663, when the Company was suppressed, the population numbered from 2000 to 2500 souls.

After this date, the increase was more rapid.

Those of our readers, who may feel interested enough in the narrative of the trials and struggles of the early French Colonists on the banks of the St. Lawrence to consult the sources of information which have been already referred to, will be enabled more fully to appreciate the causes which prevented progress equivalent to that which was attained, during the same period, by the colonies which other European nations planted on the North American continent. The Dutch first established themselves in the Valley of the Hudson, their settlements, however, falling afterwards into the possession of the English, who also colonized the parts now known by the names of Carolina, Virginia, Massachusetts, New Hampshire, and Maine, as well as other territories constituting at present, portions of the United States.

The Dutch and the English began to form their colonies about the same time as the French did theirs in Canada and Acadia (Nova Scotia).

But the English colonized from motives different from those of the French, and their systems were also different, of which it is enough to say here that trade, agriculture, ship-building, and commerce, and the desire to live in freedom from troubles in the country of their birth, induced many thousands to emigrate from England. When they became colonists, they felt no concern about the welfare or the religious belief of the savages.

The French came out to Canada in much smaller numbers, and depended, more, for support, upon supplies from France. They also devoted a great deal of attention and pains, as well as expense, to religious objects, and the conversion of the Indians. Of the three principal European nations that formed permanent colonies in America, it has been said, that "the Spanish came to hunt for gold and precious stones, the English to have freedom and to grow rich by trade and commerce, the French to promote religion."

Towards the end of the 17th century the English Colonies had become, comparatively, so prosperous and powerful that they were able to equip and despatch fleets and armies, comprising sailors and armed men more numerous than the total population of Canada.

Among the causes which retarded the advancement of the Canadian Colony the chief was the hostility of their savage adversaries. Champlain had engaged unadvisedly as some have alleged, to support the Canadian Indians, including the Montagnais, Algonquins and Hurons, against their hereditary enemies the Iroquois, on the condition that the former would remain good neighbours to the French and render the assistance required for the exploration of the country. Although victorious at first, both the French and their Indian allies found afterwards that their enemies were too strong for them. The English and Dutch Settlers also favoured the Iroquois. The result was, that, during upwards of half

a century after Champlain's arrival, a war of extermination was waged by the contending savages. The French themselves became especial objects of enmity to the Iroquois, and unable to cope with them in the forest or along the banks of the rivers, could scarcely maintain a precarious existence within their own enclosures. Appeals to the Court of France, and to the Company of 100 Associates for aid were generally unheeded, or very inadequately responded to. The Hurons, the most numerous of the savage tribes in alliance with the French, were reduced to a few thousands who abandoned their settlements near the shores of the Georgian Bay, some taking refuge as captives, with their adversaries, and others scattering themselves among the smaller tribes whose hunting grounds were situated farther north and west in the lake regions, while a remnant fled eastward and down the St. Lawrence to Quebec. The extinction of the Hurons as a nation occurred in 1649. During the subsequent years, until 1665, the Iroquois prosecuted their incursions so fiercely and successfully that the French Colony was reduced to the brink of ruin, and would certainly have succumbed entirely had their enemies concentrated all their warriors, as they threatened to do, in one grand attack upon the French posts. But at length the Court of France came to the rescue of its almost expiring colony, abolished 1663 the Company of Associates, and established in its place a Royal government.

The new constitution embraced the appointment of a Sovereign Council, consisting of a Governor charged with the military defence of the country and to represent the King, a Royal Intendant to superintend all matters relating to police, finance, and commerce, and a Bishop, or chief ecclesiastic, to regulate all spiritual affairs, together with a few councillors to be nominated from time to time, by the three principal officials jointly. The deliverance of the Colony from its savage assailants and its future Government and permanence were secured by the 1665 arrival of a body of disciplined troops, styled the "Carignan Regiment" and amounting to about 1300 officers and men. Soon afterwards an expedition was planned and executed by the Vice-Roy, De Tracy, who marched by the route of the Richelieu and Lakes Champlain and George into the Cantons of the Iroquois, situated to the south of Lake Ontario, and there inflicted summary chastisement upon those barbarians in retaliation for the sufferings which the French Colonists and their allies had so long been made to endure. Forts were built upon chosen sites along the banks of the Richelieu and at several other places on the St. Lawrence, with a view to prevent future incursions. The effects of De Tracy's invasion of the Iroquois Cantons were such as to enforce upon the Iroquois the observance of peaceful, if not friendly, relations towards the French during the ensuing 18 years.

The Sovereign Council, established in 1663, continued to govern the Colony about a century, that is, until the time of the downfall of French power in America. We must again refer our readers to the sources already indicated for the details of French Canadian History subsequent to the epoch when the Royal Government was founded, and of which we can present here only a brief general outline.

The constitution of the Sovereign Council proved to be very defective, and was decidedly suffered to remain so, in consequence, it

has been alleged, of the despotic instincts of Louis XIV, who considered it impolitic to define precisely the relative powers and privileges of those to whom he delegated authority in the colonies. He would not tolerate the slightest appearance of encroachment upon his royal prerogative for the sake of ensuring successful government by his representatives, or the happiness and welfare of the governed; and no incident gave his majesty greater offence than for any of his officers to appeal in any case, directly or indirectly, to the popular will. Excepting the tithes for the support of the Church, which at first amounted to one-thirteenth, afterwards to one-twenty-sixth, of all the returns of industry from products of the soil, the forests and the waters, no taxes could be imposed by the colonial officials. But the people themselves counted for nothing. In the time of war the males could be called upon to serve as militia without receiving pay for their services; in preparation for war, and the construction of roads and of public works, it was in like manner compulsory for them to contribute their labour gratuitously, receiving only rations for their sustenance and the loan of such implements for working as they might not happen to possess. The Governor, in the King's name, could at any time cause bodies of men to assemble wherever he chose to indicate for the purpose of rendering services of the kinds which have been mentioned. The penalties imposed for disobedience were extremely severe, but we have no records of their infliction, except, perhaps, when cases of desertion from the military service occurred. Where none dared to disobey, loyalty to the King in the person of his representative, and a general docility of disposition, became necessarily the characteristics of the early Canadian Colonists. Soon after the appointment of the Sovereign Council the defects in its constitution manifested themselves. The three principal functionaries did not know the limits of their respective authority and privileges. Each claimed more than the others were willing to concede. The Bishop (†) found himself powerless to check the *liquor-traffic*, by which the ministrations of the Church were seriously impeded, both among the French Colonists and the Indian converts, the Royal Intendant objecting that its stoppage would injuriously affect the fur trade and commerce generally, and the Governor, from other motives, refusing concurrence in the views of the ecclesiastics. Questions concerning precedence also arose which occasioned infinite embarrassment and frequent collision of authority. Each successive Governor assumed more or less an attitude of opposition towards those over whom he claimed, from his title and office, to be ruler, while according to the terms of their respective appointments, he was held by the other principal members of the Sovereign Council to be only their colleague. Even the right to preside at meetings of the Council was for some time a matter of dispute between the Governor and Royal Intendants. (1)

(†) A Bishop, M. de Laval, had come to Canada several years before the Royal Government was established. He figures conspicuously in the annals of Canada for more than 40 years. He founded the Quebec Seminary, subsequently constituted "The Laval University,"—his decease occurred at Quebec in the year 1708.

(1) It was not possible to prevent these dissensions from becoming generally known by the people, who, amongst themselves, took sides in the disputes—nor do the chief functionaries seem to have cared to conceal them.

It was jokingly suggested by some that the members of the Council ought to sit at a circular table and thus save appearances as to the presidency.

M. de Mesy, and subsequently Count Frontenac, incurred the displeasure of the king for too obstinately insisting upon their gubernatorial privileges in opposition to the Bishop and Royal Intendants; while Laval, who had influential friends at head quarters succeeded in procuring the recall of several governors who proved obnoxious to him.

In later times, under the French Regime, dissensions between the chief colonial authorities, amongst whom we may reckon the generals sent out to command the king's troops, assisted materially to precipitate the ruin of the cause of France on the American Continent.

The government of the Colony by a Supreme Council continued during 97 years—that is until the year 1760.

At the date of its establishments, in 1663, there were only, it is believed, about 3000 inhabitants of French origin. One hundred years later, when the British military authority had entirely superseded that of the Supreme Council, and when by Treaty, Canada became a dependency of the Crown of Great Britain, the population numbered about 76,000. Of this number at least, eight-ninths constituted the natural increase, as the immigrants from France during the whole period, scarcely exceeded 8000. Several credible writers inform us, that, as respects origin and various good qualities, the character of the early French Canadians and of their immediate descendants, was every thing that could be desired for the foundation of a colony. Le Clerk says "I was told of the fine characters I should find in New-France, and that no Province of the Kingdom had an equal proportion of persons gifted with penetration, politeness, regard for appearances, courage, intrepidity, and genius for great enterprises, and that I should recognize there even a more polished language, an enunciation more clear and correct, and a pronunciation without bad accent; but when I came to live there, I saw that I had not been imposed upon, and that New-France was, in those respects, more fortunate than new settlements in other parts of the world." Another writer, Charlevoix the historian, records. "One should do New-France the justice to state that the origin of nearly all the families was good. The first inhabitants were either work-people who had always been engaged in useful occupations, or persons of good family who went out with the view of living in tranquility, and the more surely to preserve their religion: and I have less fear of contradiction as I have lived with some of these early colonists, all people more respectable on account of their probity, candour, and solid piety, than by their white hairs and the memory of services long since rendered to the Colony. A healthy though rigorous climate, frugal modes of life, protracted and dangerous marches in war time, hard work on the lands, to which combined all the feeble constitutions succumbed, leaving, as the real founders of the race, only the robust, the acclimated, and the long-lived, are the intelligible causes of the excellence of the ancient Canadians with respect to courage and physical qualities." "It is astonishing" says an authority cited in the History of the Ursulines of Quebec, "to see the number of infants, very fine and well formed. A poor man will have eight or more children, who go about in winter without covering for the feet or head, living upon coarse bread and eels, and upon such fare growing up large and fat. The

"French of Canada are well-formed, active, vigorous, healthy and capable of great endurance, as well as warlike. Owners and Captains of Ship will pay one-fourth more to French Canadians than to labourers of Old France.... the nature of their warfare with the savages necessarily accustoms them to face any dangers, and to look upon death in battle as a boon far preferable to capture alive; they fight with desperation and with supreme indifference to life."

Such was the character of the early French Canadian Colonists the ancestors of the several millions of people of French origin now constituting a moiety of the inhabitants of British North America, and dispersed in various directions among those of other nationalities in the northern and western divisions of the United States.

During the existence of the Supreme Council there were 12 successive French Governors, of whom it may be said that nearly all were men of the highest qualifications, and remarkable for virtue, wisdom, and heroism. In speaking of them on one occasion, the late lamented D'Arcy McGee asserted "No Province of any ancient or modern power not even Gaul when it was a Province of Rome—has had nobler imperial names interwoven with its local events. Under the French kings, Canada was the theatre of action for a whole series of men of first-rate reputation—men eminent for their energy, their fortitude, their courage, and their accomplishments, and for all that constitutes and adorns civil and military reputation." When a Governor was appointed it was generally understood that his term of office would expire in three or four years, unless he should be re-appointed or removed by death. But several of them ruled during longer periods; as Count Frontenac from 1672 to 1682, and again from 1689 to 1698, when he died; the Marquis de Vaudreuil, 1703 to 1725; the Marquis de Beauharnois, from 1724 to 1747. The most distinguished of all the ancient Governors was undoubtedly Count Frontenac. He excelled in ability to over-awe and conciliate the Indians, and was equally successful in protecting the colony from their incursions and in repelling the English colonists, who sent expeditions into Canada with a view to its subjugation in the year 1690.

Frontenac also encouraged the prosecution of discovery in the west, and it was in his time that *Louis Joliet*, an enterprising merchant of Quebec, and a missionary named *Marquette*, discovered the Mississippi and explored it as far as its confluence with the Arkansas—a discovery which the celebrated *La Salle* completed by navigating the great river down to its entrance into the gulf of Mexico. In conjunction with *De Callière*, then his subordinate, and commandant at Montreal, afterwards his successor as Governor of Canada, Frontenac planned and executed several successful incursions into the territories of the English Colonists, and recommended for adoption by the Court of France a scheme for the conquest of New England and its annexation to New-France. The atrocities perpetrated by Frontenac's bands of raiders at Schenectady and other English settlements, together with the knowledge of his representations concerning the practicability of effecting the subjugation of the British colonies in North America, excited a determination, on the part of

the English, to conquer Canada from France, and must be regarded as influential causes of the important events which transpired upwards of half a century later. The details of the narrative of count Frontenac's administration—his successful invasion of the Iroquois Cantons, his tact in conciliating the Indian chiefs and his resolution in coercing their tribes into submission to French authority and peace among themselves, his energetic proceedings by which he saved the Colony from ruin at one of the most critical periods of its history, repelling the attacks of vastly superior numbers by land and sea, and his contentions with the Bishop and the Royal Intendant, his colleagues in the Supreme Council—are of an extremely interesting and romantic nature. But we must here pass them by, without further mention, referring our readers as before, to other sources of information.

Of the episcopal members of the council by far the most noted was *Bishop Laval*, who came to Canada in the year 1659, and who occupied a conspicuous position in the colony until his decease in 1708. Although naturally of a haughty disposition, he was a hard-working and exemplary prelate, sagacious, benevolent, and, in many respects, as to his views, much in advance of the age in which he lived. He was, substantially, the founder of most of the existing local ecclesiastical arrangements, as respects the inhabitants of French origin within the bounds of the Dominion.

The earliest ministers of religion in New-France were of the order of *Recollets*, at whose solicitation, supported by the representations of the first governor, Champlain, Jesuit missionaries came out, about the year 1625, to take part in the work of converting the savages and of supplying the spiritual wants of the colonists.

During the existence of the Supreme Council there were, in all, 12 Governors, the same number of Royal Intendants, and 6 successive Bishops, of whom the last, M. de Pontbriand, was appointed in 1741 and died in 1760, after Canada had fallen into the hands of the British.

In the course of the same period of time, France was ruled by only two kings, viz: Louis XIV and his successor Louis XV; while on the throne of England six sovereigns sat in succession, Charles II, James II, William III, Anne, George I, and George II.

Of the Royal Intendants, by far the most noted was Jean Talon, appointed in 1665. Supported at head quarters by an enterprising and sagacious French Minister, *Culbert*, Talon introduced a judicious system of colonizing the country. Although in those days manufactures were for the most part prohibited in the Colony in deference to the commercial interests of the mother-country, and while all intercourse for the purpose of trade, with the British and Dutch colonies was strictly interdicted to the inhabitants of New-France, both French and Indian, yet Talon contrived to infuse a spirit of self-reliance and to encourage among the people the production of various articles of domestic industry. In one of his letters he boastfully remarks that "His peasants of New-France could clothe themselves from head to foot in apparel of their own making." He interested himself in all details relating to agriculture and mining explorations. Under his auspices salt and potash were made for export to France, masts and timber procured from the forest, flax and hemp, as well as the coarser grains, and

fish, exported in French Canadian ships to the mother country and to the Antilles. He was the chief originator of the colonial system of management of affairs political, civil, and commercial, which prevailed down to the time when the country was captured by the British. In spite of discouragement on the part of his superiors in France he succeeded in directing the attention of the people to the manufacture of iron, especially near the mouths of the river St. Maurice, although many years elapsed before his judicious counsels were fully carried out. He projected and executed improved plans for dividing the country into Fiefs or Seignories, and for securing to the inhabitants easy and inexpensive access to justice in all civil cases. To him chiefly was the colony indebted for the arrangements which secured a succession of Military Seigneurs—The Portneufs, Beancours, Sorels, Chamblys, LeMoines, and others, whose names are noted in the annals of the early struggles of the French Canadian race. He was, besides, well versed in philosophy and learning, loyal and honest. Had his successors been equally gifted and capable, as well as honorable in the management of affairs confided to them as Intendants, it may be conjectured that the Colony would have been enabled to hold its own against all the efforts of Great Britain and her American Colonists when these undertook, three quarters of a century later, its final subjugation.

The last of the Royal Intendants—M. Bigot, was as much noted for his bad qualities, and for dishonest management of the affairs entrusted to his control, as Talon had been for his virtues and for his disinterested devotion to the service of his King and country. He, as well as a few associates, whom he took into his counsels, contrived to amass large fortunes by plundering the inhabitants in the King's name, by monopolising the commerce of the country for their own private benefit, and by misappropriating the equipments, provisions, and money, intended for the use of the regular troops and militia serving in the field, and at various fortified posts in Canada.

The people and the troops starved, while these nefarious officials lived in ostentatious luxury, growing richer every day. It would be impossible to include in this sketch the particulars of the gigantic frauds perpetrated by Bigot and his accomplices. It is enough to state that they contributed in no small degree to the ruin of the French cause in America.

Towards the middle of the 18th century the English Colonists, occupying territories lying to the east of the Alleghanies, and the French, inhabiting Acadia (Nova Scotia) and the banks of the St. Lawrence, were animated by a spirit of intensely bitter hostility against each other. While the mother countries were nominally at peace, their respective colonists in America took up arms in order to settle their disputes concerning boundaries and other causes of dissension. In 1754 the first conflict between them occurred on the banks of the Monongahela, a tributary of the river Ohio, and, in the following year, when the colonists on both sides were reinforced by regular troops from Europe, the British general Braddock was disastrously defeated by the French and their savage allies. In Acadia, ceded by treaty to Great Britain in 1713, the French inhabitants continued to be so refractory and disloyal, that it became a question with the English authorities whether or not they should abandon

that fine Province, and allow it to fall again under the dominion of France. The decision was to retain possession, and to secure its future subjection by transporting its people and dispersing them amongst the principal British Colonies. Accordingly, between three and four thousand Acadians were forcibly removed into exile. Others took refuge with the Indian tribes or made their escape into Canada. Massachusetts, New-York, Pennsylvania, Maryland and Georgia, received most of the victims of the calamitous proceedings to which reference is now made. For the full particulars of the deportation of the Acadians the reader must have recourse to other sources of information; we have here only space to add that the pages of history can furnish but very few examples, either of a dilemma so perplexing to public authorities, or of a course of action taken, so heart-rending in its operation and results.

After these events the *Seven-Years War* broke out in Europe. England and France augmented their respective forces in America. The frontiers of New-England and of Canada became scenes of warfare and bloodshed. The superior maritime power of Great Britain enabled the English to intercept most of the reinforcements that the French court considered it worth while to send to the aid of the struggling French Colony. Louisbourg, the principal stronghold of France on the American coast, was captured by the British in 1758, while in this and the following year successful expeditions were planned against Fort Duquesne (Pittsburg), Fort Niagara, Frontenac (Kingston) Ticonderoga, Niagara, and Quebec.

To accomplish the capture of Quebec Major General Wolfe was dispatched in 1759, with an army of 8000 chosen troops and a fleet of 50 ships. The best and most minute narratives of details of this expedition, are to be found in the journals of Major Makellar, the Engineer in chief, and of Capt. Knox, and to these we refer our readers. The crowning event of the campaign was the Battle of the Plains of Abraham fought on Sept. 13th 1759. Both General Wolfe and the French general Montcalm were killed in this action, which was followed, in a few days, by the surrender of the capital of New France to the victorious British forces.

As affecting the destinies of the Canadian people in after times, one of the articles of capitulation agreed to, when Quebec was surrendered, is worthy of particular notice. By this article the inhabitants, being all of the Roman Catholic faith, were guaranteed the free exercise of their religion—a stipulation which was repeated in the following year, when Montreal and all Canada capitulated, and which was subsequently reiterated and confirmed in the Treaty of 1763.

The French, under General Lévis, made a vigorous attempt to recover possession of Quebec early in the Spring of 1760. The English had suffered much from disease during the winter, and their numbers were reduced to about 3000 men fit for duty, while De Lévis' army was, numerically, much stronger. General Murray, on the morning of April 28th, led out his garrison towards Ste. Foye, to the west of the city, when a severe conflict ensued, which resulted in his defeat and hasty retreat within the walls. Quebec would have been retaken by the French had they at once followed up their victory; and, eventually, after a siege of about 3 weeks the place was

saved only by the timely arrival of a British fleet. In the mean time, General Amherst, after ordering reinforcements to be forwarded from Halifax to succour Murray's troops at Quebec, made arrangements for conducting an army of upwards of 17000 men into Canada, in two divisions, by two distinct routes. The first division, under Amherst in person, passed round by Lake Ontario into the St. Lawrence and descended to Lachine, at the west end of the Island of Montreal. The other division, commanded by Col Haviland moved from Lake Champlain, and, following the route of the river Richelieu, as far as Chambly, crossed thence to Longueuil, and finally established itself on the south side of the Island. General Murray had been directed to move up the river St. Lawrence from Quebec so as to join Amherst and Haviland in the final attack upon the French who had retired to Montreal, now their only place of refuge in New France. The three British divisions of troops arrived in the environs of Montreal on the same day and were at once so disposed as to blockade the place, prior to a combined assault. Further resistance, however, on the part of the French, was impossible, and, De Vaudreuil, —the last of the Governors under the French Regime—capitulated, on the best terms that could be procured from the British commander in chief. The capitulation, which included the surrender of Montreal and all Canada, together with that of all the French troops and garrisons of military posts wherever situated, took place on Sept. 9th 1760. But the final disposal of the Province was deferred until the close of the war in Europe, about 2 years later. Canada and all its dependencies were then ceded by Treaty, Feb. 10th 1763, and the future possession of the country guaranteed to Great Britain, with the exception of two small islands lying to the south of Newfoundland. Thus Canada became a British Province.

We shall now present a brief and summary notice of Canadian affairs under British Rule.

At the time of the cession—that is in 1763—the whole region was a wilderness occupied by about 70,000 people of French descent, of whom more than nine-tenths were established in isolated settlements extending from the Island of Montreal and along the Banks of the St. Lawrence, and its chief tributaries, down to Quebec, and some little distance below the ancient capital. All the inhabitants were Roman Catholics, but, at the principal towns, trading-stations, and military outposts, there soon appeared persons of British and American descent, and professing the Protestant faith, who had followed in the wake of the invading armies, and who desired to remain for the purpose of carrying on trade in the various articles of commerce likely to find a market in the conquered regions.

During the interval from the capitulation of Montreal in 1760 to the conclusion of peace between the two mother countries in 1763, Canada was held in occupation by British troops in Divisions under General Gage and Colonel Burton, respectively, were stationed at Montreal and Three Rivers. General Murray, with his head quarters at Quebec, was the chief officer over the Colony. The affairs of the country were regulated by Councils composed of military officers, whose meetings were held at the three principal towns which have been named.

This was the *Military Government*, to which for a season, the inhabitants were subjected, until their future lot should be decided by the conditions of peace that might be agreed upon in Europe.

In October 1764, an important proclamation was issued in the name of the King of England inviting the King's British and American subjects to profit by the great increase of territory which the treaty of peace there opened to merchants and settlers; officers and soldiers were offered free grants of land, and the king's new subjects were informed, that, "as soon as the state of the new country admitted of it the governors thereof would call general assemblies, until which time all persons resorting thither might confide in his majesty's protection for enjoying the benefit of the Laws of England."*

This proclamation, in whatever sense the King's advisers may have intended its terms to be understood, occasioned discord and apprehensions in the Colony. Upwards of 400 persons, Protestants and of British origin, had become residents, claiming or expecting that the affairs of the country would be conducted in the same way as if Canada were a district in the midst of England. They expected that English forms, as well as the English language, would alone be employed in the courts of law. Moreover, as in England, they claimed that the magistrates and public officers should consist exclusively of persons professing the Protestant faith.

On the other hand the Colonists of French origin became alarmed at the thought of having to conform to legal usages unknown to themselves or their forefathers; and they dreaded the hardship of having questions concerning their property, rights of inheritance, and many other affairs, dealt with in a language to them unknown. Some also feared lest, like the Acadians, they might have their property confiscated and be themselves removed from their native country.

In November, 1763, the military form of government, was, as much as possible, brought to an end, by the appointment of General James Murray to the office of Governor General. The territory formerly claimed by the French Governors was now reduced to a tract more or less inhabited along the borders of the great river, extending eastward no further than the river St. John which empties itself into the Gulf of St. Lawrence, and westward to the river Ottawa. This territory, which includes the three ancient districts of Montreal, Three-Rivers and Quebec, was henceforward styled the *Province of Quebec*.

The new governor was instructed, as far as practicable, to introduce the laws of England. He was further directed to require from the inhabitants a compliance with the three following conditions, under the penalty of having to leave the country, namely: *To take the oath of allegiance, to make a declaration of abjuration, and to give up all arms in their possession.*

It was found impossible to procure compliance with all these requirements. The

* The character ascribed to these early British and American settlers was on the whole very bad. General Murray, in his first official report after the conquest, speaks of them in terms of contempt and disgust. The French Priesthood, who faithfully adhered to the unfortunate inhabitants, although most of their Seigneurs and merchants had left the country forever, spoke of the new-comers as a "mélange de gens" whose presence was noxious to morals and the general welfare.

Nevertheless there were some respectable mercantile persons among the earliest British settlers, as we learn from the records of the "Gray-Beard Society" of which all the members were men who were in the country in 1760.

oath of abjuration could not be taken by the Roman Catholic inhabitants without going against what was held to be a fundamental principle of their religion. The condition respecting arms was also extremely distasteful to the French, but the oath of allegiance to their new lawful sovereign was taken without opposition. The Governor himself did not insist upon the full execution of the instructions he had received. He even complained of the unfitness of the class of persons from amongst whom he had to make the selection of magistrates and other public officers.

Thus, neither the King's new subjects, as those of French origin were styled, nor his old subjects, who had come in from the British Isles and the Anglo-American colonies, were satisfied with management of affairs or their future prospects. The Governor became unpopular amongst his own countrymen, who complained of him, and blamed him for favouring the interests of those who constituted the vast majority of the population. Discord and heart-burnings arose in the colony, owing to the opposite views held by the majority and minority.

After a season, however, instead of a complete introduction of English laws, and the setting aside of those under which the Colonists had been formerly ruled, a species of compromise was adopted. In criminal cases, trial by jury, and English legal forms, were established. In civil cases—those affecting property and inheritance—the ancient laws of the Colony were allowed to have force. But a considerable period, upwards of 14 years, elapsed before any definite constitution, or any really settled modes of administering the laws can be said to have been introduced. General Murray was regarded with much favour by the inhabitants of French origin, but he left the Colony in 1766, being recalled to report in person upon its affairs and to defend himself from charges brought against him and his government by the British and Protestant residents, whose number then slightly exceeded 500, while the total population was reckoned to be 76,000.

It was during General Murray's government that the conspiracy of Pontiac occurred.

In 1774, when Sir Guy Carleton, the successor of General Murray, was Governor of the Colony, the British Parliament passed the "Quebec Act," by which some of the principal grievances complained of by the French Canadians were removed, but the English inhabitants were dissatisfied with and even petitioned against it. In this proceeding they were joined by people of the other English colonies in America, who declared that the favour shewn towards the Roman Catholics by the "Quebec Act" was contrary to the law of England. Soon afterwards, however, all the English Colonies of America were involved in civil war and bloodshed.

In the meantime, notwithstanding the evils connected with the mode of government and the administration of the law, the inhabitants had, to a great extent, recovered from the deplorable condition in which the conclusion of hostilities, in 1760, had left them. Agriculture and commerce were making progress. The population had advanced to beyond 80,000. Food was abundant, so that wheat, fish, and other products, were exported. There were no taxes.

At the same time, long disuse of arms, and their state of inactivity, as compared with their condition during the last war, had doubtless affected their ancient warlike spirit. Many amongst them now claimed exemption from certain claims which the Seigneurs used, in former times, to make without question, especially in relation to personal service according to the feudal system.

In 1775, and 1776, Canada became the theatre of hostilities between the Anglo-American Colonies and the mother country. A considerable body of men under General Richard Montgomery advanced towards the River St. Lawrence and Montreal by the route of the Richelieu. Governor Carleton with difficulty escaped capture on his retreat from the last named place to Quebec. The Americans established themselves so as to control the navigation of the river, and the preservation of Quebec became the only visible means of preventing the Province from falling wholly into their hands. Montgomery proceeded to descend the St. Lawrence for the purpose of capturing the Capital. In the mean time, another American general, Benedict Arnold, had already commenced operations against Quebec, after having marched with 1,200 or 1,300 followers through the wilderness from the sea coast, by the route of the rivers Kennebec and Chaudière.

We must again refer to other sources for the particulars of the siege of Quebec in 1775-76. On the last day of the year Montgomery made preparations for a night assault with 3,000 men in four divisions, of which two advanced from the Plains on the west of the city, while the other two were led by himself and General Arnold towards the Lower Town. But the undertaking failed. Arnold was wounded and disabled, and Montgomery, who conducted the principal attack was shot dead, and a number of his followers overpowered and killed or taken prisoners while attempting to pass a barrier which had been constructed across his line of march. An inscription, to be seen on an adjacent rock, commemorates the death of General Richard Montgomery during the night of December 31st 1775.

Early in the ensuing Spring the Americans retired, their movements being accelerated in consequence of the arrival of English ships of war bringing reinforcements for the garrison at Quebec. All the places which had been captured were abandoned by them, and finally they retreated from the country.

In course of their operations in Canada, the Americans had constantly endeavoured to entice the French Canadian population to join in their revolt. The Canadians, however, although there was some disaffection amongst them, declined to be guided by them. The more they saw of the Americans, the more the French inhabitants of Canada seemed to shrink from becoming their allies. The clergy also exerted themselves strenuously in exhorting their people to remain faithful to the British Government.

The military operations on the British side were chiefly carried on by officers and soldiers of the regular army, sent out from England. Nevertheless, as the war continued, and when the Canadians came to understand the nature and objects of the revolt, they became less reluctant to be embodied as militia for active service. They cheerfully acquiesced in the quartering of the soldiers in their habitations, during winter.

One of the consequences of the revolt of the Anglo-American colonies merits notice here, as it was the occasion for the introduction into Canada of a large number of settlers, who, as well as their descendants, have aided materially in raising the Province to the high position it has now attained in the world. When hostilities ceased in 1782, and a Treaty of Peace was agreed upon, in which the independence of the *Thirteen United States of America* was acknowledged by Great Britain, many persons removed with their families from the Anglo-American Colonies into Canada. They had refused to join in a revolt by which the dismemberment of the British Empire was intended, and had remained faithful subjects of it, fighting for its unity. In consequence they were, for the most part, discarded by their fellow colonists and their property confiscated. Upwards of 10,000 came to settle in Canada, chiefly in the region subsequently comprised in Upper-Canada, now Ontario. Both in promoting the early settlement of that region, and in the valorous defence of the Province against the Americans in the war which broke out in 1812, those immigrants from the revolted Colonies rendered invaluable services, and their descendants at this day are to be found flourishing in all the walks of life among the most respected citizens of the Dominion. They were known by the designation of the *United Empire Loyalists*.

The Iroquois tribes inhabiting the northern parts of the state of New-York were also generally favourable to the British in the American war of independence, especially the Mohawks, under the command of their celebrated chief Joseph Brant. This gallant warrior, at the close of the war, retired with his bands to the north of Lake Ontario, where lands were assigned to them, and where their descendants are still to be seen.

Sir Guy Carleton was three times appointed Governor, and for his services was made a peer of the realm under the title of Lord Dorchester. He finally left the country in the year 1796. He was a firm friend of the French-Canadians without losing the respect of the British portion of the community. It became his duty, while Governor, to inaugurate two new constitutions, namely that of 1774 created by "the Quebec Act," already mentioned, and that of 1791, by which representative institutions were conferred and the whole Province divided into two, with the designations of *Upper Canada* and *Lower Canada*, now the Provinces of *Ontario* and *Quebec*. The boundary between them was settled to be the river Ottawa as far down as Point Fortune, and thence a line descending to the river St. Lawrence to meet the parallel of 45° N. Lat.

The causes of dissension which have been already adverted to as subsisting from the first between the French-Canadians on the one hand and the inhabitants of British descent on the other, were far from being extinguished by the new constitutions granted in 1774 and 1791. They continued to exist, and to manifest themselves, in various ways, in all the details of intercourse among the inhabitants, down to the recent period, when, by the Imperial Act of 1867, the British American Provinces were united under one general government and designated the Dominion of Canada; but it is fervently hoped by all well-wishers as to the future of the confederated Provinces that the

same causes of dissension and weakness will no more appear.

The constitution of 1791 lasted half a century, for, in 1841, the Provinces of Upper and Lower Canada were re-united under one parliament, in which, irrespectively of the numbers of their populations, the two were equally represented in the two branches of the Legislature—the House of Assembly and the Legislative Council. But, during the fifty years prior to that union each Province had its own House of Assembly and Legislative Council. Upper Canada had then 16 members of Assembly, elected by the people, and 7 Legislative Councillors, nominated by the Crown, while the corresponding members of the two branches in the Lower Canadian Legislature were 50 and 15. The population of the two Provinces amounted to about 150,000 including upwards of 30,000 English-Speaking Protestants, the majority of the latter being resident in Upper Canada. The Legislatures held their first meetings in the fall of 1792. That for Upper Canada was held at Newark (Niagara) under the auspices of Lieutenant Governor Simcoe, and, for Lower Canada, at Quebec, where Lieutenant Governor Alured Clarke presided in the absence of the Governor-General, Lord Dorchester.

The seat of Government for Upper Canada was changed in 1799 from Niagara to Toronto, then called York.

The first 15 or 16 years' experience of the new constitution was rather encouraging as those concerned in working it out during that period exerted themselves in keeping out of sight the causes of discord. Through the accession of officers of the army and disbanded soldiers, as well as the influx of immigrants from the British Isles, the population increased rapidly, especially in Upper Canada, where it exceeded 80,000 in the year 1805. But, as has been already mentioned, the constitution of 1791 did not secure the extinction of former causes of dissension, while it introduced new elements of discord. In each Province, there was created an irresponsible body, which the Governor or Lieutenant-Governor was empowered to establish under the title of an *Executive Council*, and which, was in fact, constituted by the selection chiefly of members of the Legislative Council. Some were Judges and men receiving salaries as public officers. * In Lower Canada in addition to the fact that Legislative Councillors and paid public officials formed the great majority of the Executive Council, natives of the Province were very seldom admitted, nor, as respects religion, were the Roman Catholics represented although a seat was conferred on the chief Protestant Ecclesiastic while the members of his communion did not form one-twentieth part of the population. These circumstances, so opposite in principle to the policy of representative Government, which has since prevailed in Canada, gave much offence to the majority of the inhabitants and rendered harmony impossible. Former feelings of animosity were revived. The minority, being principally interested in commerce, aimed at throwing the burdens of taxation chiefly on Agriculture, the pursuit followed by the majority. Of the newspapers then in existence, the *Montreal*

* At a later date those who ruled or held public office in Upper Canada became a distinct and powerful party, favouring union and did not belong to their circle, and were nicknamed "The Family Compact."

Gazette, started in 1778, the *Quebec Mercury* and the *Canadien*, both of which first appeared in 1805, published highly exciting and offensive articles by which ill-feeling was roused and fostered, producing effects all the more injurious to the community at large because they were the work of very able writers. The contributors to the English papers indulged in expressions disparaging to the character and habits of the majority, and, in return, the *Canadien* treated of every thing of British origin scornfully, styling the English-speaking inhabitants strangers and intruders. Thus was confirmed an unhappy state of agitation and discord. Persons of British origin were carefully excluded from seats in the House of Assembly, while the Legislative and Executive Councils were, with equal care, made to consist almost entirely of English members. Unseemly debates often occurred in the Legislature of which the two branches came to be irreconcilably opposed to each other. Under the Government of Sir James Craig, appointed in 1807, the hostility of the Assembly towards the Legislature and Executive Councils, and towards the Governor himself, was displayed in the most conspicuous manner, and, although the Governor had recourse to his prerogative and dissolved the Parliament, yet the people continued to return by their votes either their former representatives or others more obnoxious. In short the two parties, which had begun to be openly opposed in 1805 and 1806, now, in 1810, kept no terms with each other, and the people of the Province were as much divided as if they occupied two hostile camps. On the one side, with the Governor, the Executive and Legislative Councils, were nearly all the English speaking inhabitants, the Protestants, and the Merchants. On the other, were the great majority of the people, the descendants of the ancient occupants of the country. *

Such was the state of feeling in the Province in the years 1810 and 1811, when the Governor, whose health was now broken, returned to England. He was succeeded by Sir George Prevost.

Sir George Prevost endeavoured, as far as possible, to allay the discord which he found reigning in the Province. By restoring to their commands those who had been dismissed from the militia, and by appointing to offices of trust those who had been opposed to the Government of his predecessor, he partially succeeded.

But soon, war being declared between England and the United States, the defence of the Province absorbed the attention of all.

From the foregoing reference to particulars connected with political dissensions in Canada the reader can form some opinion of the causes by which, substantially, the inhabitants of British and French descent, and differing in religious creed, were in many respects so long kept apart from each other prior to the establishment of the Dominion. There was no want of union, however, when the American war broke out in 1812, and all classes, in both

* Shortly after the dissolution of Parliament the office of the *Canadien* was forcibly taken possession of by the Governor's orders. The printer was imprisoned, and all papers in the office seized and examined. Afterwards three members of the late Assembly, and also three other French Canadian gentlemen, were arrested and thrown into prison on charges of treason. They were kept a long time confined without any trial.

These proceedings, and general Craig's resolute mode of dealing with the parliament, caused this period to be nicknamed "the reign of terror."

Provinces, setting aside, for the time, the remembrance of past discord, seemed to vie with each other in exhibiting a patriotic determination to defend their hearths and altars to the last extremity. The war continued until the latter part of the year 1814, and, although Canada was forced to bear the brunt of the contest by land with very little military aid from the mother country during the two previous years, yet the operations of the Americans were generally unsuccessful. The latter, in fact, became disgusted on account of the small results attained after five successive invasions. The stubborn resistance, unanimity, and loyalty, displayed by the inhabitants at large, and the frequent defeats they inflicted on the invaders, convinced the Americans that it was impossible for them to capture the country while their commerce at sea and their entire coast and maritime towns lay exposed to attack by the British Naval forces. Several of the United States, from the first, refused to take part in offensive operations against the colony, their people alleging that these were unjust and disgraceful proceedings against those whom one of their orators styled "*Harmless Canadian colonists*." Such were the views promulgated by Massachusetts, Connecticut, Rhode Island, and Maryland, each of which declined to furnish men for the invasion of Canada.

Our space does not admit of our entering into any details of the Military operations. It must suffice here to state that during the eventful struggle whole course of the conduct of the people of Upper and Lower Canada was such as to elicit the warmest praise of the Colonial and Imperial authorities. Considering all the circumstances it afforded one of the noblest examples for imitation to be found in history. There may have been a few seditious and discontented persons here and there, and some few desertions of soldiers may have occurred. But the prevailing spirit was manifested in unshrinking fidelity to the British flag and resolute determination to repel the invaders. Not a single instance of desertion from the Canadian militia occurred during the war.

A Treaty of Peace between Great Britain and the United States was signed at Ghent on December 24th 1814, and hostilities being thus ended the inhabitants of the Provinces again turned their attention to their internal affairs.

Unhappily, former dissensions, of which we have already indicated the principal sources, were immediately renewed, and, in addition, new causes of strife were introduced producing even a worse state of affairs than the previous warfare with external foes. Twenty three years of political agitation and turmoil led to rebellion and civil war in 1837 and 1838, in consequence of which the constitution of 1791 was cancelled and a new one established in 1841. Six successive Lieutenant-Governors-General and Administrators had ruled during the period just named.*

* UPPER CANADA.—Hon. Francis Gore, 1815. Hon. Sam. Smith, Adm., 1817 and 1820. Sir Peregrine Maitland, 1818 and 1820. Sir J. Colborne, (Lord Seaton), 1828. Sir Francis B. Head, 1836. Sir George Arthur, 1838.
LOWER CANADA.—Sir G. Drummond, Administ., 1815. General John Wilson, Administ., 1816. Sir J. C. Sheppard, 1816. Duke of Richmond, 1818. Sir James Monk, President, 1819. Sir Peregrine Maitland, 1820. Earl of Dalhousie, 1820 and 1825. Sir F. N. Burton, Lieut. Gov., 1824. Sir James Kempt, Administrator, 1828. Lord Aylmer, Administrator, 1825. Earl of Gosford, 1835. Sir J. Colborne, (Lord Seaton), 1838. Earl of Durham, 1838. C. Poulett Thompson, (Lord Sydenham), 1839.

These officials, men of distinction and ability, discharged their duties under instructions from the government in England. England was always desirous of promoting the real welfare of Canada. But the statesmen there, so far off from the colonies, and much taken up with European affairs, were not always equally fortunate, either in the selection of those whom they sent out to govern, or in discerning what measures were best for the Provinces.

But, no amount of tact and ability could have enabled the Governors in those troublous times to conciliate those with whom they had to deal, and to secure harmonious action between the two other branches of the Legislature. The House of Assembly would elect Speakers known to be personally obnoxious to the Governors, and when these signified their non-concurrence in the choice, the former would persist in re-electing the same individuals in defiance of established precedent and the undoubted prerogative of the Sovereign power. When governors declined to accede to the wishes of the majorities in the assemblies these would have recourse, by petition, to the direct intervention of the Royal authority, soliciting an enforced compliance and usually the recall of the obnoxious rulers. From the time of Governor Sir James Craig down to the Union in 1841, the constitutional process of dissolving the Legislature was frequently resorted to when the Houses of Assembly were refractory, but generally the same representatives were returned by the votes of electors, or others even more obnoxious. Bills passed deliberately, and after long discussion, by the lower Houses would be instantly rejected by the Legislative Councils, to the number of even 20 and 30 in the course of a single session. The majority of the people, without very clearly comprehending the objects of political contention, or the principles involved, blindly supported their factious representatives, and on their own account petitioned the king—as in Lower Canada, in 1828, when 84,000 persons petitioned George III for the removal of Governor Lord Dalhousie and the redress of various alleged grievances, and, in Upper Canada, in 1830, when 24,000 signatures accompanied a memorial to William IV, praying that Sir John Colborne might be removed, and that the Legislative Councils might be made elective.

Apart from the antagonistic sentiments founded on differences of race and creed, the faulty composition of the Legislative and Executive Councils was a substantial cause of the proceedings adverted to above. In fact, the opponents of Government felt that they had a strong case, and right on their side, when they could allege that in the Legislative Councils of the two Provinces, consisting of 23 and 17 members, respectively, no less than 12 and 10 respectively were paid public officers, of whom the majority held seats also in the Executive Councils. By this time the populations of the Provinces were 300,000 and 500,000.

The Political excitement which prevailed could not but more or less injuriously affect social progress and relations. But, towards 1834, the state of political affairs reached a climax. The House of Assembly at Quebec spent most of its time during the session in discussing all kinds of grievances, real and imaginary, although there was evidence, that, in the past year or two, the people at large

had become rather indifferent to the harangues of politicians, and to what occurred within the walls of the Legislature. Nevertheless the House of Assembly in that year appointed a Committee to frame a series of Resolutions, specifying grievances, and declaring that the public mind in Canada was disturbed to an alarming degree. On these Resolutions, 92 in number, addresses to the king were prepared, and handed to the Governor, Lord Aylmer, to be by him transmitted to His Majesty. Lord Aylmer denied the existence of the facts alleged in the Resolutions. In his speech, when he dissolved the House he declared that:

"Whatever may have been the prevailing sentiments within the circle of the Assembly when the 92 resolutions were passed, the whole people outside of that circle were at that very time in the enjoyment of the most profound tranquillity."

Such was the state of affairs in the Lower Province when Lord Gosford, as Governor-in-Chief, and two other gentlemen, were sent out from England, as a Commission, to examine into and to report upon its affairs.

It would be tedious to relate the details of the proceedings of the Commission, or of the offers, and other measures by which Earl Gosford endeavoured to conciliate those who opposed the governing authorities. The Commission reported at great length. The Commissioners, Sir Charles Gray and Sir George Gipps, returned to England, Earl Gosford remaining behind at his post.

In the English House of Commons, the report of the Commissioners and the state of Canada were discussed. Resolutions were passed which virtually suspended the Canadian constitution of 1791.

When the news reached Canada, in the middle of April 1837, the opponents of the government determined to observe no longer their duties as loyal subjects. Under the leadership of Papineau and Dr. Wolfred Nelson, indignation meetings were held, Great Britain denounced, and measures openly proposed for establishing a republic by force.

The agitators, or, as they now began to style themselves, *patriots*, created a sort of frenzy by the speeches they made. Soon, outrages were committed, and the Province was plunged into civil warfare.

The insurrections which took place in Upper and Lower Canada in 1837, and which were partially renewed in 1838 with the aid of American sympathisers, never had the slightest chance of success.

We do not propose here to enter into the details of these lamentable affairs further than to say that the leaders of the revolt, for the most part, escaped into the neighbouring States, even before the short-lived risings at Toronto, and at several places in the Montreal district of Lower Canada, had been easily suppressed by the military—not however without loss of life and considerable destruction of property. A few of the misguided victims were tried and executed, and some were punished by transportation to Bermuda and New South Wales. Several of the principal leaders were, however, afterwards suffered to return to Canada, where, in happier times, they resumed their functions as good citizens, and lived to regain the esteem of most of those who had formerly been opposed to them. It is agreeable to turn from the contemplation of the troubles to which allusion has been made and to revert

to a few particulars of progress made prior to 1841, in spite of the effects of the American war, and the sad dissensions and political strife that led to be outbreaks in 1837 and 1838.

The population of the two Provinces, at the time of their re-union, amounted to upwards of 1,000,000. Of the four millions who emigrated from Great Britain to seek homes in other parts of the world, after the American war, about one-fourth came to British North America, a considerable number to remain in Canada, others to proceed to the United States. *

Again, instead of two or three hundred ships, manned by a couple of thousand seamen arriving each season at the harbour of Quebec in the beginning of the century, there were now about 1200 sea-going vessels with crews amounting to fifteen or sixteen thousand, and bringing merchandise and luxuries worth 9 to 10 millions of dollars. The exports, also, consisting of grain, fish, pearl-ash, timber, and other products of the Provinces, had increased proportionally. Before the year 1800, the revenues seldom exceeded 100,000 dollars. Ten years later, they were trebled; in 1833, they amounted to nearly \$1,000,000. From that time to the Union, they decreased, but usually amounted to about \$900,000.

Next, great public improvements in d works, canals, roads and light-houses, were constant objects of care to the Legislature, for political strife could not find much aliment in endeavours to obstruct attention to matters of such vital necessity. On an average a sum of nearly one quarter of a million of dollars was appropriated for those objects. †

With respect to religion, the members both of the Protestant and the Roman Catholic clergy increased greatly, although not in proportion to the wants of the people. In 1810 there were 140 Roman Catholic clergy—increased to 220 in about 20 years.

In 1793 a Protestant Bishop, the Rev. Jacob Mountain, had been appointed for Canada. He was welcomed, on his arrival, by the Roman Catholics as well as the Protestants, and the retired Catholic Bishop Briant received him very cordially, observing that he was very glad of his coming "to keep his people (the Protestants) in order." But there were only a few Protestant Ministers of religion for a long time afterwards. By the year 1825, the Episcopalian clergy in both Provinces numbered 60 and there was a much greater number of Ministers of other denominations, including Congregationalists, Methodists, Baptists and Presbyterians.

Education was still very backward down to the year 1841; of the 87,000 persons who

signed the petition in 1828, only 9,000—about one-tenth of the whole—could write their own names. As late as 1834, the members of grand juries selected from among the most prosperous inhabitants of the country parishes were nearly all unable to write, and trustees of schools were expressly allowed by law to affix their marks to school reports instead of written signatures. For further particulars concerning education, we must refer to our article on that subject. Amongst other indications of progress, the *Press* must not be passed over without mention. Just before the Union, there were upwards of 50 Newspapers published in British North America, of which 13 belonged to Nova Scotia, New Brunswick and Prince Edward's Island. But it must be admitted that the increase in the number of these periodicals had been due chiefly to constantly increasing bitterness in the disputes about public affairs. The oldest newspaper in Canada, the *Quebec Gazette*, first issued in 1764, still existed, and the *Canadian* which was suppressed by Sir James Craig, was re-established thirteen years later, in 1831. During no former period, prior to the Union of the two Provinces, had gloomy feelings and despondency prevailed to such an extent among all classes as between 1831 and 1835. In addition to the effects of unceasing and increasing political dissension and social discord, which led many to believe that the country might be precipitated into a state of anarchy and civil war at any moment, a calamitous scourge was introduced among the inhabitants. Upwards of 50,000 immigrants from the British Isles landed in Canada in 1832, bringing along with them the Asiatic Cholera. In the course of a few days after the arrival of the first infected ship, the disease spread from Quebec to Montreal, and through most of the towns and villages of Western Canada. How many died of it is not certainly known, but in some of the cities, especially in Quebec when there were 4,000 fatal cases, the rate of mortality greatly exceeded that of any other city in Europe or America that had been afflicted by Cholera,—London, Paris and New York included. Two thirds of the cases were those of residents, not emigrants or new-comers.

Again, in 1834, the Asiatic Cholera, made its second appearance in Canada with a degree of severity and an amount of mortality even greater than in 1832. But the presence of the awful pestilence did not prevent the prevailing political and social dissensions from being manifested with aggravated intensity. The opponents of the Government took advantage of the existence of the calamity on all possible occasions and resolutions were passed at public meetings held by them denouncing the connection with Great Britain. * In 1834 the destruction of a noted public edifice by fire contributed to the despondency prevailing among the citizens of Quebec. This was the ancient castle of St. Louis, of which Champlain, the founder of Quebec, had been the architect and first builder, and which had been, since his time, the head-quarters of all the French and British Governors of Canada.

We must here end our summary review of Canadian History antecedent to the Union of Upper and Lower Canada in 1841.

It has been already stated at the time of the Union the total population was about 1,000,000—that of Upper Canada being estimated at 465,000, of Lower Canada at 625,000. As regarded origin and creed, there were about 480,000 of French descent and 610,000 descendants of British and other races, while the Roman Catholics and Protestants or those belonging to other denominations, numbered 585,000 and 405,000 respectively. It will be seen, on examining these estimates, that the framers of the plan of the Union had grounds for believing that the British and Protestant elements might in the course of a few years preponderate in the Legislature and Government of United Canada, since the population of Lower Canada increased at a slower rate than that of the other Province. The supporters of the plan of Union, though not openly professing that such was their ruling motive, were certainly influenced in their course by it; perhaps, also, conscientiously believing that under British representative institutions, fairly carried out, and with the majority of the whole people of British descent and belonging to the Protestant faith, the antagonistic elements in the body politic could be best moulded if not coerced into harmony for the future.

The idea of the Union was, of course, for the same reasons, naturally distasteful to the vast majority of Lower Canadians, and accordingly, they manifested their non-concurrence in every way possible. But Lower Canada had for the time lost its political existence in consequence of the suspension of the Constitution of 1791, so far as respected that Province, as has been already stated. The only kind of intermediate government between 1838 and 1841, which was permitted to subsist, was that of *Special Councils*, consisting of 22 persons nominated by the crown, one half of British the other of French extraction. The people themselves had no voice in the deliberations which preceded the granting of a new Constitution. It was vain therefore for Lower Canadians to allege that the enforced Union was unjust to their Province, that its main object was to annihilate French and Roman Catholic influence in the future Provincial Councils. Their interests and their destinies were lodged in the hands of a body of men not elected by, or responsible to, the people, and whom Lord Durham, and afterwards Lord Sydenham, found no great difficulty in persuading to accept the plan of the Union in their behalf. According to Lower Canadian sentiment there was a grave material objection to the Union. Upper Canada was in debt for the construction of Public works and other expenses, while the sister Province not only was free from encumbrance of that kind but had a considerable fund to its credit.

The Earl of Durham had been sent out in 1838 as Governor General and the Queen's High Commissioner to adjust the affairs of Canada. He acted a merciful part towards the unfortunate victims and dupes who had taken an active share in the rebellion of 1837, and his proceedings as Governor were but coldly countenanced, and in some instances disapproved of, and censured, by the Ministry, though not by the Parliament of the Empire. In consequence he resigned, after a residence of six months in Canada. In his report as High Commissioner he furnished a lengthy description of the state and affairs of the Province and suggested the measures which he

* Of the whole number mentioned in the text it has been computed that three-fourths went direct from Great Britain to the United States in addition to those who arrived thither by the route of the British North American Provinces.

† *Steam-Navigation* on the River St. Lawrence was introduced in 1809, upwards of 20 years before any public money was appropriated towards promoting the object. To a noted mercantile house of Montreal—that of the *Molson*—the country is indebted for initiating this great improvement in the methods of communication between its principal cities. On Nov. 4th 1809 the first steam-boat, the *Accommodation*, arrived at Quebec after a voyage of 60 hours from Montreal, including stoppages at intermediate places. Ten years later, that is in 1819, steam-boats were built at Prescott and on Lake Erie, voyages were accomplished between Lachine and the Ottawa, and between Buffalo and Michillimackinac, and soon afterwards, became common on the Canadian waters.

Many years subsequently, ocean steam-Navigation began to be thought of in Canada, and it is worthy of remark, that in regard to this latter object, there was no practical result of any value until liberal and long continued annual subsidies were contributed from the public chest, without which probably the repeated and fearful disasters that occurred would have put an end to this species of enterprise on this part of private individuals.

* At one meeting, on July 30th 1832, a resolution was passed to the effect that "England will always be held accountable for permitting an extensive emigration while her Cholera was raging."

considered necessary for securing its future welfare—among the chief of which was an Union of the two Canadas under one Legislature and Government. Lord Durham, also, during his stay in the country, held conferences with the Lieutenant Governors of the Lower or Maritime Provinces, and concurrently with these the idea of a still larger union—that of all the British North American Provinces—was broached and discussed. Lord Durham's mission took place during the interval between the insurrections of 1837 and 1838. When he retired, Sir John Colborne became his successor, and the first object of attention for him and the Special Council was the pacification of the country. At that time Sir George Arthur ruled in Upper Canada, he having succeeded Sir Francis Head, the Lieutenant Governor in whose time the outbreak in that Province commenced.

The Imperial Government, having, about the middle of 1839, decided upon their course of action with respect to the "Canadian Question," appointed a man of great tact and ability to proceed to Canada as Sir John Colborne's successor, and to prepare the way for a new Constitution. A bill for the accomplishment of this was to be submitted to the British Parliament as soon as the concurrence of the governing bodies in Canada in the plan of an Union could be procured. Accordingly Mr. Poulett Thompson, afterwards Lord Sydenham arrived at Quebec in October 1839 and was immediately installed in office. He soon succeeded in obtaining the assent of the Special Council of Lower Canada and of the Legislative Assembly and Council of the Upper Province, and the requisite Act of Parliament was passed in London July 21st 1840—to take effect Feby. 10th 1841.

The principal features of the Union Act were the following: there was to be one Legislature in Canada, in place of two, framed after the model of the Legislature of Great Britain: an equal number [42] of elected representatives for each of the old Provinces in the House of Assembly of United Canada, and also a Legislative Council to consist of life-members, not less than 20 in number, and appointed by the crown: the representatives were to possess a property qualification and both languages, English and French, were to be made use of in all documents relating to legislative proceedings; a total sum of £75,000 was to be taken from the Provincial revenues, for a Civil List, in lieu of all land revenues, and others heretofore at the disposal of the Crown: certain subjects were specified as being beyond the control of the Provincial Legislature without the express sanction of the British Parliament, namely, the dues and rights of the Roman Catholic Church, the clergy for reserves, the support of the Protestant Religion, endowments and forms of worship of any denomination of Religion, and the reserved Crown Lands; the order of the charges on the revenue to be, expenses of collection and management, the public debt, payment of clergy of the churches of England and Scotland and of other Ministers of Religion according to former usages, and lastly the Civil List.

All money bills to be originated by the Governor and then to be first deliberated on by the House of Assembly. All the fundamental principles, such as Habeas Corpus, Trial by Jury, and administration of the laws in the

manner already established in the Province, remained unaffected by the Union Act.

Such was the substance of the fifth definite system of government adopted since Canada became a British Province in 1763. *

The constitution, of which the foregoing are the outlines continued in force 26 years, until it was superseded by the more comprehensive one which gave birth to the Dominion of Canada, on July 1st 1867. In the course of that period fourteen successive Governors-General and administrators acted as representatives of the Sovereign. † Numerous and most important measures were introduced into the Legislature, and carried into effect, and many useful changes and improvements made, from which the present generation of Canadians and their posterity are likely to derive an amount of prosperity unattainable in other lands.

In all the arts of self government, and in the acquisition and diffusion of knowledge of the principles usages and the practical benefits of the British Constitution, it proved to be a period of unexampled progress. From the condition of pure Colonial dependence the way was prepared for passing into a state of intelligent self-reliance, and for assuming, in due time, an honoured position among nations.

Of the measures and improvements referred to above the following may be cited as the most important, the passing of laws for the establishment of systems of Municipal government to enable the people to manage their own local affairs, also of systems of public education in both sections of the Province; the introduction of Responsible Government; regulation of the finances and currency, and of the tariff on imports; the completion of systems of canals for improving the navigation of the St. Lawrence, Railways and other pub-

* A military government until 1763 a mixed military and Civil Government from 1764 to 1774: from 1774 to 1791, the government by a Governor and Council; in 1791, a Legislature composed of Governor, Legislative Council, and Assembly of deputies elected by the people, besides an Executive Council. This last form of government continued from 1791 to 1841.

† GOVERNORS GENERAL OF CANADA since the passage of the Union Act of 1841.

NAMES.	FROM.	TO
LORD SYDENHAM, Governor-General.....	10th Feb., 1841.	19th Sept., 1841.
Major General John Cuthbertson, Deputy Governor.....	18th Sept., 1841.	19th Sept., 1841.
Sir R. D. Jackson, Administrator.....	24th Sept., 1841.	11th Jan., 1842.
Sir Charles Bagot, Governor-General.....	12th Jan., 1842.	29th March, 1843.
LORD MEALFE, Governor-General.....	30th March, 1843.	25th Nov., 1845.
LORD CATHCART, Administrator.....	26th Nov., 1845.	23rd April, 1846.
do., Governor-General.....	24th April, 1846.	29th Jan., 1847.
LORD ELGIN, Governor-General.....	30th Jan., 1847.	18th Dec., 1854.
Major General W. Rowan, Deputy Governor.....	29th May, 1849.	30th May, 1849.
Lieutenant General W. Rowan, Administrator during the absence of the Governor-General.....	23rd Aug., 1853.	10th June, 1854.
Sir E. W. Head, Governor-General.....	19th Dec., 1854.	24th Oct., 1861.
Sir William Eyre, Administrator during the absence of the Governor-General.....	21st June, 1857.	2nd Nov., 1857.
Lieutenant General Williams, Administrator during the absence of the Governor-General.....	12th Oct., 1860.	22nd Feb., 1861.
LORD MONCK, Administrator.....	23th Oct., 1861.	27th Nov., 1861.
do., Governor-General.....	28th Nov., 1861.	
Lieutenant General Michel Administrator in the absence of the Governor-General.....	30th Sept., 1865.	12th Feb., 1866.
LORD MONCK, Governor-General of the Dominion.....	July 1 1867.	

lic works; assumption of control of postal communication internal and external and the establishment of regular mail service between Canada and Europe by Ocean steam-vessels; settlement of the clergy Reserves and Seigneurial Tenure Questions; the chartering of Universities and Colleges, the establishment and opening of Normal Schools in both sections of the Province; the better division of the country for Judicial and Municipal purposes; and legislation preliminary to the Confederation of all the British North American Provinces. The important matters embraced in the above summary were not settled, or reduced into forms which admitted of definite legislation without a vast amount of previous debate and occasional public excitement—more particularly the clergy Reserves. * The Seigneurial Tenure and Confederation—But it would be impossible here to furnish any adequate or intelligible narrative of the details involved. Frequently the ancient prejudices dependent on differences of origin and creed manifested themselves; but happily the whole period passed away without the recurrence of former scenes of turmoil and bloodshed.

The Legislative Council came to be *elective* and the number of its members to be increased in 1856 when a modification of the Constitution respecting that body was adopted with the assent of the British Parliament.

For this purpose the whole Province was divided into 48 electoral districts. Of the 48 elected members, 12 were to go out of office, and new elections for as many to be held, at the end of every two years, so that every 8 years the entire Council would be changed, except as respected those members who might be re-elected. But at first the old and appointed members were allowed to remain until removed by death or otherwise, so that it would be some time before all the sitting members would be those elected by the people.

It will be seen that this system was changed in 1867.

Some serious difficulties in the way of working out the Constitution of 1841, especially during the last few years of its existence, presented themselves, and so obstructed harmonious legislation as to make it clear to all that recourse must again be had to the Imperial Parliament for their removal. Although Canada continued to improve wonderfully in regard to population, resources, and general progress, yet the leading men of the Legislature were divided into parties very strongly opposed to each other.

Those who were against the government were often able, by the number of votes, to prevent the passage of a Bill. When one did pass, it was by a small majority of two or three. In fact, the most necessary measures, such as voting the supplies, could be carried only by permission of the "opposition."

The majority of members representing Upper Canada were often hindered in obtaining laws useful for their Province by the minority. This was managed through the aid of the

* In 1791, in addition to the Act which conferred a new constitution a Bill was passed by the British Parliament for assigning one-seventh of all the lands in Canada, not previously granted, for the support of the Protestant Clergy. These lands, styled Clergy Reserves, consisted of 24 millions of acres in Upper Canada and one million in Lower Canada. Disputes arose subsequently as to the interpretation of the term Protestant, and whether or not the Clergy of the Church of England were to be the sole recipients, of the revenues from the Reserves. In fact, both before and after the union in 1841 the "Clergy Reserve Question" was continually a subject of excited discussion and animosity.

Lower Canada majority, who also experienced similar obstacles to good Legislation in their section. The consequence was mutual dissatisfaction in both Provinces.

Change after change, was made in the government itself, that is, the persons composing the Cabinet or Executive Council. No less than five such changes occurred in two years, between May 1862 and June 1864. There were also new elections of members of the House of Assembly. But the result was always the same. The new Cabinets could not obtain sufficient support in the new Houses to out-vote the "opposition." The numbers of members on opposite sides were always too nearly equal. Neither party would give way, and there came to be in the Legislature a "dead-lock."

Meanwhile, people outside, in the Province, and in England, who had anything to do with Canada in matters of commerce or money, lost confidence. The credit of the Province was seriously damaged. Altogether, such was the state of things that some persons supposed the time drawing near when scenes like those of 1837 and 1838 would be witnessed again.

Secondly, before the year 1851, it was supposed that Upper Canada had quite as many inhabitants as Lower Canada; and, when the census was taken, it turned out that it had 62,000 more. The next census, that of 1861, shewed a much greater difference, namely, 285,000. Upper Canada was plainly increasing in population faster than the Lower Province. Consequently the Upper Canadians demanded that the numbers of representatives for the two Provinces should no longer remain equal, as had been settled in the constitution of 1841. But the Lower Canadians would not permit or agree to such a change. This difference between the two Provinces was the occasion of many of the difficulties of legislation which have been adverted to. "*Representation by Population*," the demand of Upper Canada, became a sort of motto, or party cry. The leaders and members of the House, on that subject, formed two almost evenly balanced parties, one for, and the other against, the change of constitution. So matters went on until 1864, when the difficulties seemed past remedy.

Other objects of legislation, from time to time, were found to occasion wrangling in the Legislature and much excitement throughout the Province even when all parties were agreed as to the necessity or expediency of accomplishing them. Such, for instance, was the Rebellion Losses Bill which was introduced in 1846, and, on certain conditions supported by the opposition. But, instead of its being passed at once, the discussion of it details unhappily roused discord in the Assembly and much agitation of the public mind. Three years elapsed before the end in view was attained, and when, after the passing of the Bill, the Governor, Lord Elgin, in deference to constitutional usage, discharged the duty of signifying the Royal assent, riots broke out both in Upper and Lower Canada, the representative of the Sovereign was publicly insulted, the Parliament buildings at Montreal were set fire to by the mob, and property destroyed exceeding in value the whole amount voted for payment of the loss which the Bill was intended to provide for. These disgraceful proceedings occurred in April, 1849.

Another noted instance was the legislation

concerning the seat of government, which, in the times of the Governors Lord Sydenham, Sir Charles Bagot and Lord Metcalfe, down to the year 1844, was at Kingston. Then it was removed to Montreal, whence, owing to the disturbances just adverted to, it was transferred by Lord Elgin to Toronto. After 1849, Toronto and Quebec became the seat of government by turns. This migratory system satisfied no one as it was both tiresome and expensive; but when, at length, a Bill was introduced in order to establish the government at some fixed place, no agreement could be come at, and, after many fruitless debates and votings on the subject, the Legislature was constrained to refer the choice to Her Majesty. Even after the Queen had appointed Ottawa to be the seat of government, attempts were made in the House of Assembly to re-open the question and to refer it again to Her Majesty with a view to having the decision reversed.

Enough has been stated to exemplify the extraordinary difficulties which beset Legislation and the management of public affairs under the Constitution of 1841. In consequence of those difficulties the minds of all were directed towards the object of surmounting them by having recourse again to the intervention of the British Parliament. To the credit of the party leaders be it said that they appreciated the character of the crisis, and, seeing that the first and most necessary step was for them to lay aside their differences, and to meet each other in a purely patriotic spirit, that they frankly adopted this course, in the hope of settling among themselves upon some united line of action. They thus placed themselves in a position to arrive at results of the utmost value to their country. They came in fact to the conclusion that it was necessary for the welfare of Canada that the Constitution of 1841 should be brought to and end, and another established in its stead. A greater difficulty than all others remained to be overcome, and this was, to agree amongst themselves upon the nature of the Constitution which should secure the country from a recurrence of the evils heretofore experienced, and upon its provisions in detail to be recommended for adoption by the British Parliament.

Although the proposal for an Union of all the British American Provinces was not altogether new, it having advocates as early as in 1814, and subsequently, in 1838, yet the honour of placing it before the Legislature and people of Canada in a way to excite general attention and interest is due to Sir A. T. Galt, formerly the representative of the Town of Sherbrooke and the Minister of Finance, who introduced it in the House of Assembly in 1857 and was admitted into the Cabinet on purpose to further its adoption. The other Provinces, Nova Scotia, Newfoundland, New Brunswick and Prince Edward's Island were communicated with on the subject, and, at the close of 1858, Messrs. Galt, Cartier and Ross, went to England as a delegation to submit the project of a Confederation to the Imperial Authorities. Six years elapsed before the innumerable details of the vast scheme could be adequately discussed by all the parties interested. Conferences attended by delegates representing the five Provinces were held at Charlottown and Quebec. Seventy-two resolutions embracing the conditions of an Union were adopted and afterwards submitted for approval to the Legislatures of the several Provinces. In the

end, Newfoundland and Prince Edward's Island decided, for the present, to remain as they were—the other Provinces agreed upon Addresses to Her Majesty recommending an Union of the Colonies of North America. The scheme, however, was not adopted by the Legislatures of Canada, Nova Scotia, and New Brunswick, without much opposition and protracted debates. The conferences adverted to above took place in 1864, the address to the Queen was voted by the Canadian Parliament in March 1865, and, in the autumn of 1866, delegates from the Provinces went to England to assist in framing an Act of the Imperial Parliament respecting Confederation. Finally, in February 1867, that Act was passed. It abolished the Constitution of 1841, and established the *Dominion of Canada* to consist of Provinces already united and such others as might choose hereafter to enter the Confederation.

The fundamental principle and aim of the new constitution were to place the several Provinces under one general Government as respected objects common to all, while leaving to each the control of its own local affairs. For want of space we must refer to other sources for all the details.

The Act establishing the Dominion of Canada came into force on July 1st 1867.

We shall close this sketch with the statement of a few particulars illustrative of the progress and resources of Canada down to the date of Confederation.

At the time of the Union, in 1841, the revenues of Upper and Lower Canada, taken together, did not much exceed a million of dollars. Subsequently, the annual increase averaged half a million, so that, at the time of Confederation, the revenue of the two old Provinces may be set down at fourteen millions. In 1851 the imports and exports were of the value of 21 millions and 13 millions, respectively: ten years later the respective amounts were 40 millions and 36 millions: for the year from 1865 to 1866, they were, for imports 53 millions and for exports 56 millions. In the same year the revenue derived 7,330,000 dollars from the duties on imports. * Thus there was not merely a great increase in the revenue and commerce of the Province, but a gradual change in the difference between imports and exports, until the latter exceeded the former in value by 3 millions of dollars.

Again, more than 60 millions of dollars had been expended, from the public chest, upon public works, in addition to about double that sum provided by individuals and companies. As Canada must have remained behind the age, to her own great detriment, but for the construction of canals, railways, public edifices, roads and bridges, harbours and light houses, her statesmen, supported by the approbation of the people, pledged a portion of future revenues for the repayment of a considerable debt. † The canals alone required a provision of upwards of 22 millions, yielding, however, revenues enough to pay annual interest and to gradually refund the principal; public buildings from 5 to 6 millions, railways, of which none were public property, 20 millions, roads

* Since Confederation the Commerce of the Dominion has steadily and largely increased—in 1870–71 the exports and imports together amount in value to \$170,000,000. In the same year the surplus in the Exchequer was about \$3,700,000.

† Estimated at \$67,000,000, including \$50,000,000, for the cost incurred in adjusting the arrangements consequent on the abolition of the Seigneurial tenure of land in Lower Canada.

and bridges not less than 7 millions of dollars. Railways were fairly begun in 1847, and in the same year, the Electric Telegraph was introduced. Most of the canals were completed by the year 1849. * In 1853, the works of the Grand Trunk Railway, and the formation of the Ocean Steam-Ship Company, marked

ST. LAWRENCE CANALS.

	Miles.	Locks.	Ft.
Galoppe Canal.....	2	2	8.
Point Iroquois Canal.....	3	1	0.
Rapids Plat Canal.....	4	2	11.0
Farron's Point Canal.....	1	1	4.
Cornwall Canal, Long Sault.....	11½	7	48.
Beauharnois Canal, Coteau.....	11½	9	82.6
Cedars, Split Rock, Cascade Rapids.....	8½	5	44.9
Lachine Canal, Lachine Rapids.....			
Fall on portions of the St. Lawrence between canals from Lake Ontario to Montreal.....			17.
From Montreal to tide water at Three Rivers.....			12.9
	41	27	234.½

the dawn of a new era in Canada, as respects both inland communication, and the rapid, certain and comfortable conveyance of passengers, as well as letters and freight, between Quebec and Liverpool. From that time down to Confederation, there was a constant increase of the facilities which those great undertakings were designed to promote, and on Railways alone upwards of 140 millions of dollars were expended. †

Two years before Confederation, there were half a million of rate payers in Canada whose property, real-estate, was assessed at nearly 400 millions of dollars.

We may also cite the proofs of vast material

(†) The completion of the Victoria Bridge at Montreal took place in 1860, when the Prince of Wales visited Canada to inaugurate, in behalf of Her Majesty the Queen, the opening of it for traffic. This bridge, which required 10,000 tons of iron for its construction, and which, surpassing every thing of the kind in the world, was a gigantic undertaking, considering the amount of work to be done and the extraordinary difficulties to be surmounted, cost upwards of 12 millions of dollars. Its length is 9,084 feet.

progress furnished by Canada at the Great International Exhibitions held in Europe subsequently to the year 1860. At these wonderful displays of products of the forest, the soil, the waters, and of human skill, she took the foremost position among the Colonies of Great Britain.

For some facts illustrative of educational and social progress, we refer to our article on Education.

But we must omit a great many particulars of the nature of those which have been mentioned, and, in conclusion, we append some tables exhibiting interesting and useful facts connected with the young Dominion of Canada and calculated to throw light on the subject of its present resources and future prospects.

APPENDIX TO THE SKETCH OF THE HISTORY OF CANADA.

TABLE I.—TERRITORIAL AREAS, POPULATIONS, RELIGIONS, ORIGINS AND BIRTH PLACES FOR THE FOUR PRINCIPAL PROVINCES OF THE DOMINION OF CANADA.

1) Territorial area in acres and square miles.	ONTARIO.	QUEBEC.	NOVA SCOTIA.	NEW BRUNSWICK.	ALL THE PROVINCES.	
Land	65,097,643	120,018,964	13,382,003	17,393,410	215,892,020	
Inland waters.....(a)	3,881,729	3,724,176	525,600	92,870	8,228,375	
Total acres.....	68,979,372	123,743,140	13,907,603	17,486,280	224,120,395	acres.
Total sq. miles.....	107,780	193,355	21,731	27,322	350,188	sq. miles.
2) Population.						
Families	292,221	213,303	67,811	49,384	622,719	families.
Males	828,590	596,041	193,792	145,888	1,764,311	males.
Females	792,261	595,475	194,008	139,706	1,721,450	females.
Total populations...	1,620,851	1,191,516	387,800	285,594	3,485,761	total.
3) Religions.						
Roman Catholics.....	274,162	1,019,850	102,001	96,016	1,492,029	
Church of England.....	330,995	62,449	55,121	45,481	494,049	
All other denominations..	1,015,694	99,217	230,675	144,097	1,499,683	
4) Population by origin.						
French extraction	75,383	929,817	32,833	44,907	1,081,940	French.
English	439,479	69,822	113,520	85,598	706,369	English.
Scotch	328,889	48,458	130,741	40,858	549,946	Scotch.
Irish	559,442	125,478	62,851	100,643	846,414	Irish.
Indian	12,978	6,988	1,666	1,403	23,035	Indian.
All others.....(b)	204,730	11,953	46,189	14,185	277,057	of other origin.
5) Population by place of Birth.						
Born in Canada	1,178,540	1,114,165	358,560	248,144	2,899,409	born in Canada.
Of whom 1,131,334 natives of Ontario.		Of whom 1,104,401 natives of Quebec.	Of whom 351,000 natives of Nova Scotia.	Of whom 238,000 natives of New Brunswick.		
In the British Isles.....	367,869	59,450	25,882	32,314	485,524	British Isles
(England	{ 124,082 }	{ 12,311 }	{ 4,008 }	{ 4,558 }	{ 144,962 }	England
(Scotland	{ 90,807 }	{ 11,250 }	{ 14,316 }	{ 4,691 }	{ 121,074 }	Scotland.
(Ireland	{ 153,000 }	{ 35,828 }	{ 7,558 }	{ 23,065 }	{ 219,451 }	Ireland.
In France and Belgium....	1,751	723	120	305	2,899	France.
Germany	22,827	854	235	246	24,162	Germany.
6) Increase of Population in last ten years... Rate per cent. of increase.	224,760 16 1/10	79,950 7 2/10	56,943 17 2/10	32,547 13 3/10	395,600 12 8/10 rate per cent.	Increase.
7) Representation in the Legislature of the Dominion.						
Members of House of Commons.....	88	65	21	16	190 (c)	
Senators.....	24	24	12	12	72 (d)	

(a) Exterior Waters of the Dominion.

Area of Frontier Water of St. Lawrence River and great Lakes to Boundary line of United States. 27,094 sq. miles.
Area of Gulf St. Lawrence. 78,300
Area of Bay Chaleur..... 1,923
" of Bay of Fundy.... 5,403

(b) The population of German origin are included here, their numbers being:
For Ontario 158,608
For Nova Scotia 31,942
For the other Provinces. 12,441
Total Germans for the Dominion.....202,991

(c) Now 100—including
For Manitoba..... 4
For British Columbia..... 6

(d) Now 77—including
For Manitoba..... 2
For British Columbia..... 3

TABLE II.—THE PRESENT POPULATIONS OF 20
PRINCIPAL CITIES AND TOWNS IN THE
DOMINION OF CANADA.

PLACES.	POPULATIONS.	PLACES.	POPULATIONS.
Montreal, P. Q.....	107,225	Belleville, O.....	7,305
Quebec, ".....	59,699	Guelph, ".....	6,873
Toronto, O.....	56,992	Levin, P. Q.....	6,691
Halifax, N. S.....	29,582	Fredericton, N. B.....	6,006
Hamilton, O.....	26,716	Chatham, O.....	5,873
Ottawa, ".....	21,545	Sorel, P. Q.....	5,636
London, ".....	15,826	Port Hope, O.....	5,111
Kingston, ".....	12,467	Brockville, ".....	5,102
Brantford, ".....	8,107	Sherbrooke, P. Q.....	.....
St. Catharines, O.....	7,864	Town.....	4,432
Three Rivers, P. Q.....	7,570	Electoral division.	8,516

* Exclusive of suburban population.

TABLE III.—IMMIGRATION.

Years.....	1866	1867	1868	1869	1870	1871	1872
Number of Immigrants.....	51,795	57,578	71,418	71,365	69,019	65,722	89,186
Passed through to the U. S.....	41,704	47,212	58,683	57,202	44,313	37,910	52,008
Settled in Canada.....	10,091	10,366	12,735	14,163	24,706	27,712	36,178

TABLE IV.—MISCELLANEOUS STATISTICS.

	1870	1871	1872
1 Expenditure in promotion of Immigration by the Dominion.....	\$ 56,548	\$ 63,798	\$126,120
2 Combined total expenditure for Immigration and Quarantine in the year 1872.....	Total. \$161,392	By the Dominion. \$150,316	By the Provinces. \$111,616
3 Patents, Copy-rights, &c.—No. of Patents granted from 1855 to 1867 inclusive.....	1,921		
Do Do from 1868 to 1872 ".....	2,864		
Copy-Rights registered from ".....	364		
Trade marks and industrial designs from 1868 to 1872 inclusive.....	448		

NOTE.—Patents may be secured by foreign inventors provided the manufactured articles protected by patent are produced in Canada.

SUMMARY SKETCH

OF THE

EDUCATIONAL SYSTEM OF ONTARIO

BY J. GEORGE HODGINS, L. L. D.

BARRISTER-AT-LAW AND DEPUTY SUPERINTENDENT OF EDUCATION.

Education in Upper Canada (now Ontario) was first promoted by private enterprise. Nearly every garrison either by its chaplain or military school-master, also contributed its share to the local enlightenment. The first school opened in Upper-Canada, (so far as we have been able to learn) was by the Revd. Dr. John Stuart, a Protestant Episcopal clergyman and a United Empire Loyalist, who had been chaplain to the provincial volunteers, and came into Upper Canada with them as a refugee. *

In the year 1785 Dr. Stuart opened a select classical school at Cataraqui, (Kingston;) and Mr Donovan afterwards taught a garrison school there. In 1786, Mr. J. Clarke taught a school in Fredericksburg and Mr. Smith in Earnestown; and in 1789 Mr. Lyons kept one at Adolphustown. Deacon Traves, a baptist, also opened one at Port Rowan in 1789. In 1792, Rev. Mr. Addison an episcopalian, opened a school at Newark (Niagara), then the seat of government. In 1794, the Rev. Mr. Burns, a presbyterian (father of the late Judge Burns) opened a school at the same place; and in 1796, Mr. Richd. Cockrel opened an evening school in Newark,

(*) Rev. John Stuart, D.D. was born in Virginia in 1730. In 1769 he went to England to be ordained, and returned to Philadelphia in 1770. For seven years he laboured as a missionary among the Iroquois Indians at Fort Hunter. He was then aided by the famous Brant in translating the New Testament into Mohawk. In 1784 he came to Upper Canada, and laboured in this province as a missionary among the refugee loyalists and Iroquois. He subsequently became rector of Cataraqui (Kingston),—where he opened a school,—and was chaplain to the Legislative Council. He died in 1811, aged 81 years. One of his sons was the late Archbishop Stuart, of Kingston; another was the late chief Justice, Sir James Stuart of Quebec.

Mr. Cockrel shortly afterwards transferred his school to the Revd. Mr. Arthur and removed to Ancaster, where he opened another school. In 1798, Mr. Wm. Cooper opened a school in Duke St., little York (Toronto). In 1800 the late Bishop Strachan opened a private school at Kingston, and in 1804, one at Cornwall. In 1802, Dr. Baldwin, (father of the late Hon. Robert Baldwin) opened a classical school at York; and in 1803, the first school in Prince Edward District was opened at "High Shore," Sophiasburg; another at "Grassy Point" was taught by John James. The Revd. William Wright (presbyterian) kept the first school at Meyer's Creek (Belleville) in 1805. He was followed by Mr. Leslie. In the same year, Mr. Strachan held the first public examination of his school at Cornwall.

Most of the few rural schools in the country at that time were taught either by discharged soldiers, or itinerant teachers from the United States. These latter used their own school books, and tintured the minds of their pupils with their own political views.

As to the character of the private schools thus established, and the facilities of education which they afforded, we learn incidentally from letters and early books of travel, what they were.

In a "Tour through Upper Canada, by a Citizen of the United States," published in 1799, we learn that the policy of the government of that day, was to exclude "school masters" from the States, lest they should instil Republicanism into the tender minds of the "youth of the province."

The Duc de la Rochefoucauld, who visited Kingston in July, 1795, says, "In this district there are some schools, but they are few in number. The children are instructed in reading and writing, and pay each a dollar a month. One of the masters, superior to the rest in point of learning, taught latin, but he has left, without being succeeded by another instructor in the same language."

In 1795, the first public movement was made in the direction of education by Gov. Simcoe, and the first Bishop Mountain of Quebec. In a correspondence between the Governor and Bishop Mountain, the question of a University and free grammar schools was discussed. The Governor referred the matter to the Upper Canada Legislature, which, in 1797 memorialized King George III, soliciting a grant of land for the endowment of a grammar school in each district, and a University for the whole Province. To this request the King gave his assent, and, in 1798, the "chief civil officers" in Upper Canada recommended that "500,000 acres of land be set apart for the establishment of a grammar school in each district and a central University for the whole Province." They also recommended a grant for the erection of a "plain but solid and substantial building for a grammar school in each district, containing a school room capable of holding 100 boys without danger to their health from too many being crowded together, and also a set of apartments for the master, large enough for his family and from ten to twenty boarders."

The salaries proposed to be given were:

£100 for the head master, £50 for the assistant master; and £30 for repairs, &c., Kingston and Newark (Niagara) were recommended as eligible sites for schools; after which, when the funds were sufficient, schools were to be established at Cornwall and Sandwich. York (Toronto) was recommended as entitled to the University, and for the establishment and support of which a sum at least equal to that granted to the four schools was named. Governor Simcoe authorized the Hon. Messrs. Cartwright and Hamilton, to select a person to take charge of the proposed college. The celebrated Rev. Dr. Chalmers having declined the appointment, it was accepted by Mr. (late the Right Reverend Doctor) Strachan (Bishop of Toronto) then a school master at Kettle, Scotland; but on his arrival at Kingston, on the 31st of December 1799, he found that the project of a college had been abandoned, Governor Simcoe, in the mean time, having left for England.

In 1799, an act was passed by the Upper Canada Legislature "to provide for the education and support of orphan children." It authorized the township wardens, with the consent of two magistrates, to bind and apprentice, until they became of age, children deserted by their parents. In the same year an orphan school was opened near St. Catharines.

It was soon discovered that half a million of acres of land would endow but few grammar schools, land being then only worth a shilling per acre; the scheme had, therefore, to be abandoned. Meanwhile the Hon. Mr. Cartwright made an arrangement with Mr. Strachan to instruct his sons, and a select number of pupils for three years. In 1803, Mr. Strachan was ordained by the Bishop of Quebec, and in 1804, he removed to the mission of Cornwall, where, at the request of the parents of his former pupils, he opened a private school.

For several years this school was the only one of any note in Upper Canada; and in it, and in Mr. Strachan's school at York, were educated many of those gentlemen who have filled some of the most important position in the province. Subsequently Mr. Strachan's school was constituted the grammar school of the Eastern district. He himself moved in 1812 to York (Toronto) where he opened another school. Mr. Barnabas Bidwell (father of the late Hon. M. S. Bidwell) also kept a good Latin school at Bath, on the Bay of Quinté in 1811. In 1813 he removed to Kingston, where he taught for twenty years. He died in 1833.

The early promoters of education in the legislature committed a memorable anachronism, the evil effects of which it took years to correct. They first sought to establish grammar schools and a University, without making any provision whatever for public elementary schools.

In 1807 (nine years before a single public primary school, or a school of any kind, except select private schools, existed in the country) the Legislature authorized the establishment of District grammar schools. This act so highly praiseworthy to its authors would, have commended itself to our judgment, had these grammar schools formed part of a comprehensive scheme of public education for the country. Their promoters, by establishing them alone, without taking any practical steps to supply the other "missing links," in the educational chains virtually ignored the necessity for the existence of the more useful primary schools, which would have become an impor-

tant feeder of, and source of strength to, the grammar schools, as the grammar school would in its turn be to the University.

At length, however, not without doubt and misgiving, an attempt was made to provide for the elementary education of the people; and, in 1816, the first common school was established in Upper Canada.

Even then the attempt was only made as a doubtful experiment. Nevertheless \$24,000 (which indeed was at that time a munificent legislative grant) were set apart for the support of these schools. This liberality was however shortlived, for, in 1820, the grant was reduced to \$10,000 a year, and the government stipend to the master was reduced from \$100 to \$50 per annum! while the grammar school master received \$400. Even this latter sum was reduced in 1819 to \$200, in case the number of pupils in the grammar school did not exceed 10.

Our grammar schools, though so early established, and so much more liberally provided for, than the common schools, have nevertheless never been popular. Wm. Crooks, Esq., of Grimsby, (in a letter written in 1818) thus speaks of them; "although the liberality of the legislature has been great in support of the district schools, (giving to the teachers of each £100 per annum) yet they have been productive of little or no good hitherto, for this obvious cause, they are looked upon as seminaries exclusively instituted for the education of the children of the more wealthy classes of society, and to which the poor man's child is considered as unfit to be admitted. From such causes, instead of their being a benefit to the province, they are sunk into obscurity, and the heads of most of them are at this moment enjoying their situations as comfortable sinecures. Another class of schools has, within a short time, been likewise founded by the liberality of the legislative purse, denominated common or parish schools, but like the preceding, the anxiety of the teacher employed, seems more alive to his stipend than the advancement of the education of those placed under his care: for the pecuniary advantages thus held out, we have been inundated with the worthless scum, under the character of schoolmasters, not only of this, but of every other country where the knowledge has been promulgated of the easy means our laws afford of getting a living here, by obtaining a parish school, which is done upon the recommendation of some few freeholders, getting his salary from the public, and making his employers contribute handsomely beside."

This popular prejudice has unfortunately clung to the grammar, or "district schools" even to within a very short period; for down to 1871 the legislature persistently refused to permit grammar school Trustees to levy rates for their support, or to require the municipal councils to do so for them, as in the case of the public common schools.

In 1819, steps were taken to improve the character of the grammar schools and render them more useful. The masters were required to hold annual public examinations, and the Trustees to report the condition of the schools to the government. Provision was made for educating ten common school pupils at each of the nine grammar schools.

The year 1822-3 witnessed an effort on the part of Sir Peregrine Maitland the Lieutenant Governor, to improve the condition of the

common schools. In that year he submitted to the imperial government a plan for organizing a general system of education for the province, including elementary schools. In 1823 he obtained permission from England to establish a Board of Education for the general superintendence of this system of education, and for the management of the university and schools lands throughout the province. This Board prepared some general regulations in regard to the schools, and proposed a plan by which to exchange 225,944 acres of the less valuable of the school lands for the more productive clergy Reserve lands. The plan, having been approved of by the home government, was carried into effect by the governor soon after.

Although in the year 1824, the first attempts towards providing the public with the general reading books, in connection with the common and Sunday schools, were made, yet "social" or private libraries existed in 1811 and 1813 in Kingston and other places. In 1816 also, \$3,200 were granted to establish a Legislative library, and in 1824 school libraries on a limited scale were established. The sum of £150 was annually appropriated for this object, and authorized to be expended by the Provincial Board of Education in the purchase of "books and tracts designed to afford moral and religious instruction." These books and tracts were intended for equal distribution throughout all the districts of Upper Canada.

The years 1824-30 were noted for the steps which were then taken to extend the advantages of education to the Indians, to establish a University for the Province, to found the Upper Canada College, and to set on foot a project to provide an Academy for the Wesleyans. The latter, named "Upper Canada Academy," was projected in 1830, and founded at Cobourg in 1832. It was opened in 1835 and a royal charter obtained for it by Revd. Dr. Ryerson. In 1841, this Academy became the University of Victoria College.

In 1827, the House of Assembly took active measures to promote public education in Upper Canada. It proposed to appropriate \$18,000 per annum for the support of 11 free grammar schools and \$26,400 per annum, or \$200 to establish a common school in each of the 182 Townships in Upper Canada, (or 12 schools in a district) "thus to give to Upper Canada, as was stated at the time, a system of education that might well be envied by any other colony in His Majesty's dominions."

In 1832 the functions of the Upper Canada Board of Education ceased, and the management of the school lands was transferred to the crown, so that, "the proceeds of their sales might be annually applied as directed by the Legislature."

At this period of the history of our common schools, a prejudice attached to them, (the cause of which is now entirely and happily removed.) But Wm. Crooks, Esq. spoke of them in 1818, as "inundated with the worthless scum, under the character of school-masters, not only of this, but of every other country." And Dr. Thos. Rolph, (who travelled in Upper Canada in 1832-3) thus refers to the state of the schools at that time. He says: "It is really melancholy to traverse the province, and go into many of the common schools: you find a herd of children, intrusted by some anti-British adventurer, instilling into the young and

"tender mind sentiments hostile to the parent state." *

In 1836 a female academy was established by Mrs. Crombie and her sister (Miss Bradshaw.) Afterwards a male department was added to it by the Revd. D. McMullen.

The year 1836 is noted in our educational history for the efforts put forth, under the direction of the Legislature, by a memorable trio of doctors (Dr. Duncombe, Dr. Morrison, and Dr. Bruce) to extend and improve our common school system. These commissioners brought in an elaborate report and appended to it a voluminous bill, in which it was proposed to grant \$80,000 per annum for the support of these schools. The report itself disappoints the reader. It is a discursive document, containing a discussion of theories of education rather than the sketch of a system of education. Nevertheless, brief references are made to the American systems of education the only ones examined by the Commissioners. These references are instructive, especially as they were written by one whose personal views and sympathies so strongly favoured American institutions. Dr. Duncombe says: "In the United States, so far as I have witnessed, and am capable of judging, their common school systems are as defective as our own. They have, according to their public documents, about 80,000 common school teachers, but very few of whom have made any preparation for their duties: the most of them assume their office as a temporary employment."

Dark days followed this patriotic effort on the part of the Legislature, and in the political eclipse of 1837-8, no one bestowed any serious attention on education in Canada.

In 1839 the sky brightened, and 250,000 acres of land were set apart as a permanent endowment of the grammar schools, and the government were authorized to appoint five trustees to manage each of them. \$800 were granted as a bonus to those counties which should apply a like sum to erect a grammar school building and permanently insure it. \$400 were also granted to each of the four additional grammar schools which might be not nearer than six miles from the county town, and in which not less than "60 pupils should be educated."

In 1840-41 Victoria College and Queen's College were incorporated as universities, and Congregational and United Presbyterian Theological colleges were established. In 1841-2 the Friends (Quakers) at the instance of John Jo-

seph Gurney of England (who contributed £500 sterling to it) established a Seminary at Bloomfield, near Picton; and a Church of England Theological college was established at Cobourg. Two years later, Knox college, Toronto, went into operation. In 1846, Regiopolis College (Kingston) was established; and in 1848, St. Joseph's College (Ottawa.)

In 1840 the union of the two Provinces took place; and in 1841, the first parliament of United Canada passed an act definitely establishing a system of education for the whole Province of Canada, and fixing the annual grant for its support at the munificent sum of \$200,000. This act first embodied the principle of separate schools. In 1843 the act was, however, repealed, so far as Upper Canada was concerned, and another act applicable to Upper Canada (still recognizing the principle of separate schools) was substituted in its place.

In 1842 the long projected University for Upper Canada was established at Toronto under the name of King's College, and Bishop Strachan was appointed its first President.

In 1844 Rev. Dr. Ryerson, the present head of the Education Department, was appointed. Having made an extensive tour in Europe and in the United States, he submitted the result of his inquiries in an elaborate "Report on a system of Public Elementary Education" and accompanied it with a draft of bill which became law in 1846. In 1847 a system adapted to cities and towns was established. In the same year the Provincial Normal school was opened at Toronto.

For a few years the school law underwent a good deal of unfriendly local criticism which in 1849 culminated in the hasty passage of a bill by the Legislature, entirely repealing all former acts. This led to an educational crisis; and in 1850, the whole system of popular education underwent a thorough revision. A comprehensive draft of bill on the subject was submitted to the Baldwin government by the chief superintendent and approved. This bill was concurred in by the Legislature, and became law in June of that year. It still forms the basis of the present common school system of Ontario.

The chair of Divinity having in 1849, been abolished, and other changes made in King's College—the name of which was changed to that of the University of Toronto—which were unacceptable to Bishop Strachan and other members of the Church of England, the venerable prelate (although in his 72nd year) vigorously set about the establishment of an exclusively Church of England University. In this he was eminently successful; and having in 1850 secured an act of incorporation for it from the Canadian Legislature, he obtained in 1851 a Royal Charter from the Queen for the University of Trinity College, at Toronto. This institution was formally opened in 1852, and the Diocesan Theological school at Cobourg merged in it.

In the same year (1852) St. Michael's college was established at Toronto, by some clergymen of the order of St. Basil, under the patronage of the Right Reverend Doctor de Charbonell, second Roman Catholic Bishop of the Diocese.

In 1853, some valuable improvements were made in the details of the common school system. After having been discussed at various county school conventions, (which were held by the Chief Superintendent of Education,) these improvements were embodied in a supplementary school bill, and in that form received the sanction of the legislature.

The grammar schools, which were first established in Ontario in 1807, were suffered to remain in a very unsatisfactory state until 1853. In that year an improvement in their condition was effected by the Chief Superintendent of Education, who prepared a draft of bill for their entire re-organization and management. Owing, however to a repugnance on the part of some members of the Legislature to assimilate the financial principles of the grammar and common school Acts, so as to impose upon the municipalities the duty of levying a tax at least equal in amount to that of the legislative grant to grammar schools, the objects of the bill were practically defeated; and the anticipated improvement in the condition of these schools did not reach the point aimed at by the Chief Superintendent in his draft of bill. Further legislations, therefore, were still rendered necessary in order to make the grammar (now High) schools more efficient as superior commercial or classical schools.

In 1857 the Belleville Seminary (now Albert University) was established by the Methodist Episcopal Church; and in the same year the Baptists established the Literary Institute at Woodstock.

In 1855 Mr. McGann set on foot a school for the Deaf and Dumb. It was subsequently merged in the flourishing Institution for that unfortunate class now in operation at Belleville.

In 1861 the Wesleyan Female college was established at Hamilton; in 1865 Hellmuth college for boys, and, in 1869, a college for girls were established by Bishop Hellmuth at London. The Roman Catholic Church has also in operation several flourishing Ladies Convent Schools, in the chief cities and towns; while a Church of England Ladies (Bishop Strachan) school has been established at Toronto. There are also a large number of Superior private schools, chiefly for girls in various parts of the Province.

In 1860 several improvements were made in the public school act. In 1865 the grammar school act was further revised and improved; and, in 1871, a still more important revision and improvement of the grammar and common schools laws were made. The designation of these schools was in the Act of 1871 changed to "High" and "Public" schools.

The general principles upon which our public school system is founded may be briefly summarized, as follows:—

1. That the schools shall be free to all pupils, between the ages of five and sixteen years.
2. That the property of the country shall be assessed to defray the entire cost of the schools, over and above the amount of the annual Legislative grant.
3. That every child is by law entitled to at least four months instruction in each year, either at home or in the schools.
4. That parents neglecting or refusing to afford their children facilities for acquiring this instruction, shall be liable to a fine.
5. That adequate school accommodation shall be provided by the trustees and locality for all the resident children therein.
6. That Township Boards of Education may supersede the present school section divisions.
7. That none but legally qualified teachers shall be employed in the schools; and that

(*) It may be proper here to remark that it was not till 1846 that a check was put upon this abuse of public confidence on the part of American or Americanized teachers. In the Upper Canada common school law of 1850, it is provided that "no foreign book in the English branches shall be used in any model or common schools without the express permission of the Council of Public Instruction." Foreign teachers were also required by the school acts of 1843 and 1850 to take the oath of allegiance to Her Majesty before they could receive a certificate of qualification from the County Board of Public Instruction. These restrictive provisions of the school law are thus justified by the Rev. Dr. Ryerson in his special report to the Legislature in 1847: "I think that less evil arises from the employment of American teachers than from the use of American text books. Whatever may be thought of the wisdom or expediency of restricting legal certificates of qualification to natural born or naturalized British subjects, I believe public sentiment is against its repeal, and in favor of having the youth of the country taught by our own fellow-subjects, as well as out of our own books. In regard to the exclusion of American books from the schools, I have explained that it is not because they are foreign books simply that they are excluded, but on account they are, with very few exceptions, anti-British, in every sense of the word. They are unlike our school books of any other enlightened nation, so far as I have the means of knowing. The school books of Germany, France and Great Britain contain nothing hostile to the institutions or derogatory to the character of any other nation. American school books, with very few exceptions, abound in statements and allusions prejudicial to the institutions of the British nation."

normal school instruction be furnished gratuitously.

8. That the schools shall be duly inspected, and shall receive aid only according to the average attendance of pupils therein.

9. That religious instruction be given to the pupils by the ministers, or other representatives, of the various denominations; that the schools be opened and closed with religious exercises at which no pupils shall be compelled to be present; and that the ten commandments be repeated once a week by the pupils.

As to the High schools, they may be grouped into three classes as follows:—

1. Collegiate Institutes, for providing classical education and preparing students for the University. Each institute must have not less than four masters, and an average attendance of at least sixty boys studying Greek and Latin.

2. High schools, for giving instruction to boys and girls in a prescribed classical course.

3. High schools, for giving instruction to boys and girls in a prescribed English course.

Neither the Collegiate Institutes nor the High schools are free, but the balance of moneys required for their support (over and above the Legislative grant, county assessment and fees) must be raised by general assessment upon the property in the municipalities in which the Institutes and High Schools are situated.

The masters of these Institutes and Schools must be university graduates in arts.

There are a few less prominent features of our Educational system which are peculiar to itself, and, without a reference to which, the general reader would fail to appreciate the completeness and comprehensiveness of its aims and working. They are nevertheless important features, though often overlooked by those who profess to give a bird's eye view of the general operations of that system. These subsidiary features comprise:

1st. The series of meteorological observations, which for several years have been daily made at ten different places of the Province.

2nd. The Educational Museum.

3rd. The supply of Maps, Apparatus, Prize and Library Books.

4th. The provision for the retirement of old teachers.

1. In regard to the first item we may state that as the science of meteorology has acquired so much importance in the daily question of "weather probabilities" the practical value of the observations made simultaneously at ten meteorological stations in Ontario has proportionately increased. Should any simultaneous system of observation be established by the Dominion government the observations made at these stations might be turned to very profitable account.

It may be proper to state that eight of the stations complete a circuit of the Province, and two are situated inland. They are at the following points:—

1 WINDSOR—on the Detroit river

2 GODERICH—on Lake Huron

3 SIMCOE—on Lake Erie

4 HAMILTON—at the head of Lake Ontario

5 BARRIE—on Lake Simcoe

6 BELLEVILLE—on the bay of Quinte

7 CORNWALL—on the River St. Lawrence

8 PEMBROKE—on the upper Ottawa river

9 PETERBORO—near the centre of the Eastern part of Ontario

10—STRATFORD—near the centre of the western part of Ontario

Independent observations are also made at the following places:

11 Provincial Observatory at Toronto

12 Queen's College Observatory at Kingston

13 Private Observatory at Mount Forest

2. The Educational museum has been established after the example of the South Kensington museum in London. It consists of a collection of school apparatus for Public and High schools, of models of agricultural and other implements, of specimens of the natural history of the country, casts of antique and modern statues and busts, &c., selected from the principal museums in Europe, including the busts of several of the most celebrated characters in English and French history; also, copies of some of the works of the great Dutch, Flemish, and Spanish masters, and especially of the Italian School of painting. These objects of art are labelled for the information of those who are not familiar with the originals, and a descriptive historical catalogue of them is in course of preparation. In the evidence given before the Select Committee of the British House of Commons, it is justly stated that:

"The object of a National Gallery is to improve the public taste, and afford a more refined description of enjoyment to the mass of the people;" and the opinion is at the same time strongly expressed that as "people of taste going to Italy constantly bring home beautiful copies of the beautiful originals," it is desired, even in England, that those who have not the opportunity or means of travelling abroad, should be enabled to see, in the form of an accurate copy, some of the works of Raffaele and other great masters; an object no less desirable in Canada than in England. What has been thus far done in this branch of public instruction is in part the result of a small annual sum, which, by the liberality of the Legislature, has been placed at the disposal of the Chief Superintendent of Education, out of the Ontario Education Grants, for the purpose of improving school architecture and appliances, and to promote art, science and literature, by the means of models, objects and publications, collected in a Museum connected with the Department.

3. The Educational Depository in connection with the Department was established, in 1851 for the supply of the Public and High schools with Maps, Apparatus, Prize and Library books. About \$50,000 worth of these things are sent out from the Depository each year. The cost of the Depository, (including salaries and contingencies) is borne out of a small profit realized on the articles supplied. For every \$5, \$10, or larger amount, received, 100 per cent. is added, and articles to the value of \$10, \$20, or other duplicated amount are sent out.

4. It is about twenty years since the Legis-

lature set apart a sum of money for the superannuation of worn-out teachers in Ontario. Each male teacher is required to contribute \$4 per annum to the fund, and is entitled on retiring to a pension of \$6 for each year of service in the Province. 257 teachers have been admitted to the fund, of whom 133 have died. The average age of each pensioner is 68 years and the average length of service 22 years.

The progress of the system of education in Ontario may be briefly summed up in the following table, viz:

YEAR.	No. of Public Schools.
1850.....	3059
1860.....	3969
1870.....	4566
1873..... (estimated).....	4665
Total receipts	
1850.....	434,488
1860.....	1,324,272
1870.....	1,944,364
1873..... (estimated).....	2,450,000
Total No. of pupils	
1850.....	151,891
1860.....	301,164
1870.....	421,866
1873..... (estimated).....	44,000
No. of Grammar or High schools	
1850.....	57
1860.....	88
1870.....	101
1873..... (estimated).....	105
No. of pupils	
1850.....	2,070
1860.....	4,546
1870.....	7,351
1873..... (estimated).....	7,500

The main features of the Public School system of Ontario which deserve notice (as already indicated) may be classified under the following heads:

1. The free school system and its complement of compulsory education.

2. A prescribed course of study for the public schools.

3. Township Boards for Education, as opposed to the present plan of school section divisions.

4. Means of training or otherwise instructing teachers.

5. Adequate school house accommodation.

6. Provision for Religious Instruction.

The principal features of our High School system may be grouped as follows:

1. Uniform Examination on the entrance of pupils into the High Schools.

2. Classical and English courses of study.

3. Payment by Results, in distributing the Grants.

4. Qualifications of High School masters and assistants.

5. Establishment of Collegiate Institutes.

There are several points of interest that might be discussed under the several heads indicated, but the space at the disposal of the writer is too limited to enable him to do so.

J. G. H

Toronto, 12th August 1873.

HISTORICAL SKETCH OF THE RAILWAYS OF THE DOMINION

PRINCIPALLY COMPILED, BY PERMISSION, FROM TRENT'S "RAILWAYS OF CANADA."

EARLY TRANSPORTATION BY WATER.

Some writer upon political economy has truly said that a good criterion of the material prosperity of a country is to be found in the extent and excellence of its public highways. Certainly the truth of this remark has been well borne out in the history of Canada. Her magnificent lakes and rivers, those great natural high ways, gave her a manifest advantage over many parts of the continent in the earlier periods of its settlement by European immigrants.

Many drawbacks, however, attended the use of these ready-made avenues. The waters of the interior of the continent, in making their way to the Atlantic Ocean through the Gulf of St. Lawrence, find temporary resting places in those wonderful and unequalled inland oceans over which immense fleets are now engaged in carrying on an enormous commerce between millions of people. But the changes of level from lake to lake and to the Gulf of St. Lawrence occasion cataracts and rapids along the intermediate river channels, causing formidable interruptions to navigation.

Laborious portages were thereby made necessary, before the costly canals and locks were constructed by which these difficulties are now surmounted. For many years the birch bark canoe which the Indians had used from time immemorial, was from necessity adopted by European travellers and settlers.

When a fall or cataract was reached, the tiny vessel had to be hoisted on the shoulders of the travellers and carried above or below the obstruction, together with whatever goods the party carried. Tents were generally out of the question; and the Jesuit missionaries frequently speak jocosely of having put up for the night at the sign of the moon; the stars their canopy, and chief or only covering. Between Three Rivers and the country of the Hurons, on the east side of the Georgian Bay, which they named the Fresh Water Sea, and which the Indians called Attigouanant, no less than forty portages had to be made—that is, the canoe had to be taken out of the water and carried so many times—and the downward voyage, when sailing with the stream nearly all the way, consumed no less than thirty-five days, in which many perils to life and limb were encountered; a longer time than is now required to cross the continent five times from the Atlantic to the Pacific.

The chief business of the country long centred in the fur trade, of which the beaver furnished the largest and most valuable supply. The boats used by the traders were necessarily limited in weight to what the *voyageurs* could carry on their shoulders over the portages. We are not going to waste time on a review of the fur trade or its progress, but it is worth while to note, as illustrating the inevitable

slowness of the progress which it was possible to make in the absence of improved means of conveyance, that though Canada was discovered in 1514, the only means of getting into Lake Superior, possessed by the North-West Company, the most powerful organization that then existed in the country (the year 1800), was the bark canoe. It was large enough to carry eight or ten men, and a corresponding quantity of goods. It thus appears that for nearly three centuries the bark canoe, in one form or another, was the only reliance of Canadians, when extra long voyages had to be undertaken. On shorter voyages, other and superior craft were used.

At the close of the last century, it was the custom of Governor Simcoe to travel, from Kingston to Detroit, in a large bark canoe, rowed by twelve *chasseurs* of his own regiment; and followed by another boat, in which the tents and provisions were carried. The rule was to halt at noon for dinner, and in the evening to pitch the tents. When it was necessary to pass from one lake to the other—Ontario to Erie—by the portage at Queenston, this was then the only kind of vessel that could be used. On Lake Ontario he had the choice between the large bark canoe and a gun boat of eighty tons—that being the capacity of the "Onondago"—of which there were four. But only two of them, provided with sails and oars, were fit to carry either passengers or guns; and they were often pressed into the service of merchants, by whom either an equivalent in money was paid, or a return in like service in their vessels to the government was made.

The cost of carriage, by every mode of conveyance then in use in the country was enormous. A bushel of Indian corn cost, by the time it reached Grand Portage, about thirty miles above Fort William, twenty shillings sterling; and Sir Alexander Mackenzie tells us it was the cheapest article of provisions the North-West Company could supply its men with, in the first year of this century. For the same sum ten bushels of corn can now be purchased in England, after having been carried a thousand miles in the interior of America and across the Atlantic. But the North-West Company obtained the carriage of its stores very cheap, compared with what others paid. The cost of carrying goods between Montreal and Kingston, before the Rideau or St. Lawrence canals were built, seems to this generation incredible, and is worthy of belief only, because it is stated on unimpeachable authority. Sir J. Murray stated, in the House of Commons, September 6, 1828, that, on a former occasion, the carriage of a twenty-four pound cannon cost between £150 and £200 sterling; that of a seventy-six cwt. anchor £876; and that when the Imperial Government sent out two vessels in frames, one of them, a brig, cost the country in carriage, the

short distance between these two cities, the enormous sum of thirty thousand pounds sterling; nearly one hundred and fifty thousand dollars. The same service could now be performed for a mere trifle. In the early days of the Talbot settlement—about 1817—so called from a large district of country in Western Canada having been granted to Col. Talbot to place settlers upon, we have the authority of Mr. Edward Ermatinger, the biographer of that eccentric pioneer, for the statement that eighteen bushels of wheat were required to pay for a barrel of salt, and that one bushel of wheat would no more than buy a yard of cotton. From the difficulty of getting seed grain over the wretched roads of this new country, the struggling pioneer sometimes had to pay as high as two dollars a bushel for wheat, which sold in other parts of the province, where communications were better, for about three shillings and three pence a bushel, and other things necessary to his comfort and subsistence were proportionately dear.

The enormous rates of Atlantic freights, in those early days, show the immense improvements that have since taken place in ocean navigation. Mr. David Anderson, who, in 1814, published a book to prove the importance of the British American Colonies to England, estimated the freight of a quantity of wheat sufficient to make a barrel of flour, from Canada to England, at a pound sterling, nearly five dollars. He was obliged to make an estimate, when dealing with a barrel of flour, because "breadstuffs" were then shipped to England only in their unground state; and if his figures be reliable, Atlantic freights on this form of "the staff of life," were seven times as high as at present. We suspect, however, that his estimate was too high.

The average cost of freight on all the grain taken to England is added to the price of the grain, and if it costs five or six times as much to take grain to that market from one country as it can be taken for from another, the producer in the former country is at a great disadvantage in the competition he is obliged to meet. Discriminating duties could not be expected to make up the difference. Lying under these enormous disabilities, in respect to the transmission of produce from the place of production to the ultimate market, it was inevitable that the exports of Canada in grain should be low. In the quarter of a century ending with 1824, when the practice of grinding wheat for exportation had begun, Canada had exported only 563,221 bbls. of flour, and 4,838,190 bushels of wheat. Her population was small; but the growth of population under this condition of things must necessarily be the reverse of rapid.

Between Quebec and Montreal, and on Lake Ontario an improved kind of craft was used long before the same thing was possible between Montreal and Kingston. In 1798, three small merchant vessels, owned at Kingston,

used to make eleven voyages a year to the portage at Queenston; they formed the bridges between Kingston and Queenston; and long after, so little was foreseen of the future tracks of commerce, it was thought that the latter place would always continue to play an important part in the trade of the country. These vessels were, probably, from fifty to two hundred tons burthen, as Weld tells us, there were merchant vessels of that class on the lake at that date. Canoes and bateaux were also much used; all the coasters on the American side being of the latter class. Nearly all the British commerce of the lake was between Kingston and Queenston. The vessels seldom called at any other point. The number of vessels must have been small; for, if we may trust a statement published in the newspapers of the time, there were, in 1812, seventeen years after, on the Canadian side of Lake Ontario, only three vessels of over forty tons each. In 1826, in spite of the war that had intervened, the number of vessels of that size had increased to between thirty and forty, and some reached nearly, or quite, one hundred tons. At the former date, 1795, the fare between Kingston and Niagara was ten dollars, first class, and half that sum second class. The freight on goods between Kingston and Queenston was about nine dollars a ton (thirty-six shillings sterling) nearly as much as would have been paid for carrying them across the Atlantic, before the war then raging in Europe broke out. But ships were costly to construct, and wore out rapidly, sailors had to be brought up from the ocean, and retained on pay during the five or six winter months when the harbours were frozen up. Ship carpenters, brought from the States, worked in summer and returned home in winter. Added to this rate of freight was the previous carriage, sometimes of over two thousand miles, inland, before they were put on board at Queenston portage. Over this portage, sixty wagons would sometimes pass in a day. The upper landing place was on Chippawa Creek. Merchandise took this route westward by Detroit to Michilimackinac, and beyond. This portage trade gave the same importance to Queenston that Lachine received from a similar kind of traffic.

The first steamboat that ran between Quebec and Montreal appears to have been built in 1811, by Mr. John Molson, well known as the father of steamboat enterprise on the St. Lawrence. We find by the journals of Lower Canada that a bill was brought in, in that year, to grant him the exclusive right of navigating with one or more steamboats that part of the river; but though it passed through committee, it did not become law. Next year it was again introduced on petition. The petition sets forth that Mr. Molson had already built a steamboat, at great expense, which would afford the means, at a small cost to the public, of a speedy and convenient passage between the two cities; the only means of making it then in use being "fatiguing from the nature of the vehicle, and inconvenient both for lodging and nourishment." The petition did not mention the number of years during which this exclusive privilege was desired. The Legislative Council passed the bill, and inserted the term of fourteen years; but when it came before the Assembly, in Committee, the House was counted out for want of a quorum, only thirteen members being present, among them L. J. Papineau,

who was favourable to the measure. Nevertheless, steamboat communication was established on that part of the St. Lawrence, through the enterprise of Mr. Molson. It lessened the cost, shortened the time, and banished many of the discomforts of travelling between the two chief cities of Lower Canada.

Twelve years later, there were no less than seven steamboats plying between Quebec and Montreal. Five of them appeared in Edward Allen Talbot's eyes nearly as long each as a forty gun frigate. The double row of sleeping berths, on each side of the cabin, were thought to be surpassing luxuries, where state-rooms were unknown: though they would now fail to command any but second class passengers. And the charge, £3 sterling, over fourteen dollars and a half from Quebec to Montreal, and ten shillings less the other way, would now take a passenger all the way from Hamilton to the Saguenay by steamboat, and from Sarnia to Portland by rail. But the rates of passage were soon reduced, by the natural operation of competition, to a moderate figure. By the year 1829, deck passage on these steamers could be had for a dollar and a half; and a passage could be had on such conveyance as then existed, from Montreal to Kingston, for five dollars more.

Upper Canada was only a little later in availing itself of the facilities of steamboat navigation. The "Frontenac," the first Lake Ontario steamer, was not built till 1816. She cost £15,000, which is nearly three times as much as any other boat on that lake cost for the next decade, as the following figures, which represent the commercial steam marine of Lake Ontario in 1826, show:

NAMES OF STEAMERS.	COST.
Frontenac	£15,000
Queenston (estimated)	5,000
Niagara	6,000
Charlotte	3,500
Toronto	2,500
Canada	5,000
Dalhousie	2,500
Total	£39,500

The "Frontenac," Howison tells us, was the largest steamboat in Canada; her deck being seventy-two feet long and thirty-two feet wide; seven hundred and forty tons burthen, and drawing eight feet of water. The time has long since passed when any one would think of using, on these waters, so small a steamer for passenger traffic. But the size of Canadian steamers soon underwent an increase. In 1829, the "Lady Sherlock," which ran between Quebec and Montreal, was one hundred and forty-five feet long, and the Chambly was only three feet shorter. Before the Lachine Canal was built small steamers managed to stem the Lachine rapid, which they overcame by going obliquely against the current and taking advantage of the side eddies.

It is curious to note that, at a distance of about five years, Upper Canada followed Lower Canada in the inauguration of steamboat enterprise; and that she counted seven steamboats on Lake Ontario two years after Lower Canada had placed that number between Quebec and Montreal. The fare charged by the first Upper Canada steamboat was twelve dollars from Prescott to Toronto, and half as much again to Hamilton.

But while these two sections were provided

with steamboat accommodation, the intermediate distance between Kingston and Montreal was still, on account of the interruptions occasioned by the rapids, obliged to content itself with more primitive modes of communication.

The flat-bottomed *bateaux*, made of pine boards, and narrowed at bow and stern, forty feet by six, with a crew of four men and a pilot, provided with oars, sails and iron shod poles for pushing, continued to carry, in cargoes of five tons, all the merchandise that passed to Upper Canada. Sometimes these boats were provided with a makeshift upper cabin, which consisted of an awning of oilcloth supported on hoops like the roof of an American, Quaker or Gipsy wagon: provided with half a dozen chairs and a table, this cabin was deemed the height of primitive luxury. The bateaux went in brigades, which generally consisted of five boats. Against the swiftest currents and rapids, the men poled their way up; and when the resisting element was too much for their strength, they fastened a rope to the bow, and plunging into the water, dragged her by main strength up the boiling cataract. From Lachine to Kingston, the average voyage was ten or twelve days; though it was occasionally made in seven; an average as long as a voyage across the Atlantic now. The nature of the route over which they travelled had dictated the construction of these boats; the main object being that they should draw as little water as possible. A bateau of two tons, if heavily laden, had to be lightened to pass over the Long Sault, when the water was low.

The Durham boat, also then doing duty on this route, was a flat-bottomed barge; but it differed from the bateaux in having a slip keel and nearly twice its capacity.

This primitive mode of travelling had its poetic side. Amid all the hardships of their vocation, the French Canadian boatmen were ever light of spirit, and they enlivened the passage by carolling their boat songs; one of which inspired Moore to write his immortal ballad, better known among the generality of English readers than those of the French that preceded it.

WAGGON ROADS

It is evident that water routes, however convenient they might be for communication between distant regions, must be supplemented as fast as the adjacent country becomes settled to a distance from their shores, by land-roads suitable for horses and waggons. Up to a comparatively recent period, however, even the great leading roads of the Dominion had received little improvement beyond such rude grading as would render them passable. Where they crossed swampy places, round trunks of trees were laid, side by side, across the roadway, to prevent the waggon-wheels from sinking in the mire.

A supposed resemblance to the King's corduroy cloth, gained for these crossways the name of "corduroy roads." The earth roads were passably good only when covered with the snows of winter, or dried up with the summer sun; and even then a thaw or a rain made them all but impassable. The rains of autumn, and the thaws of spring, converted them into a mass of liquid mud, such as am-

phibious animals might delight to revel in. Except an occasional legislative grant of a few thousand pounds for the whole Province, which was ill expended, and often not accounted for at all, the great leading roads, as well as all other roads, depended, in Upper Canada, for their improvement on statute labour. In 1831, every male inhabitant not rated on the assessment roll, was liable to two days labour on the roads; a person rated at not more than twenty-five pounds, to three days labour; if over fifty, and less than seventy-five, four days; at one hundred pounds five days; at two hundred pounds, seven days; at three hundred, nine days; at four hundred, eleven days; at five hundred twelve days. This labour was languidly performed, or, when possible, evaded altogether; substitutes were difficult to get, and money to pay them with equally so. In that year, £20,000 was granted by the Legislature for the improvement of roads; and Mr. Ruttan, in a pamphlet published the next year, stated that £9,000 of it remained unaccounted for. In 1835, no less a sum than £50,000 was granted for the improvement of roads; but this sum even if economically expended, would go a very little way in forming good roads, over distances that embraced many hundreds of miles. In 1836-7, a Session of recklessly improvident grants of all kinds, £500,000 was authorized to be raised for roads; but it was of no more value than the several other similar authorizations, amounting in the aggregate to several millions of dollars, when the credit of the Province was at zero, and its whole revenue was not one-third as much as that of one of our richest municipalities to-day. At the time of the Union, in 1841, the whole revenue of the Province was only £78,000; that of Toronto was, in 1870, \$1,362,169.25. Formerly the small grants for this purpose were jobbed and squandered by members of the Legislature, under a system in which no one was responsible, and every member could propose a money grant without the previous authority of the Crown. In 1840, Chief Justice Robinson estimated the whole amount that had been expended on Macadamized roads, in Upper Canada, at £200,000—\$200,000. After the Union, a large portion of the Imperial guaranteed loan of £1,500,000, was expended on this kind of roads; but the money was so distributed that the great leading routes were seldom more than partially improved.

The only road on which it was possible, in 1837, to take a drive, near Toronto, was Yonge Street, which was Macadamized a distance of twelve miles. Mrs. Jamieson describes the Canadian stage coach as being, at that time, like the American, a "heavy lumbering vehicle, well calculated to live in roads where any decent carriage must needs founder." These were the better sort, on the great roads. Another kind were "large oblong wooden boxes, formed of a few planks nailed together, and placed on wheels, in which you enter by the window, there being no door to open or shut, and no springs." On two or three wooden seats, suspended on leather straps, the passengers were perched. The behaviour of the better sort, in a journey from Niagara to Hamilton, is described by this writer as consisting of a "reeling and tumbling along the detestable road, pitching like a scow among the breakers of a lake storm." The road was knee-deep in mud, "the forest on either side dark, grim and impenetrable."

Bad as this was, there were men scarce past the prime of life, who, contrasting it with their recollections and experience, might be excused for thinking it a very acceptable mode of travelling. They could remember the time when it was impossible to thread their way among the stumps of trees and fallen timber that encumbered the road, with a rude cart and a yoke of oxen; when the Duke de la Rochefoucault-Lioncourt, in 1795, described this very road as one of the worst he had seen in America, when it was passable only on horseback, and then, he tells us, "but for our finding now and then some trunks of trees in the swampy places, we should not have been able to disengage ourselves from the morass." Thirty years later, Mr. Wm. L. Mackenzie described the road between Toronto and Kingston, as amongst the worst that human foot ever trod. And down to the latest day before the railroad era, the travellers in the Canadian stage coach were lucky if, when a hill had to be ascended or a bad spot passed, they had not to alight and trudge ankle deep through the mud.

In Lower Canada the *Maitres* and *Aides de Poste* formerly kept conveyances for the carriage of passengers at stated post houses; and the rates of charge were fixed by law. They received ten-pence a league for a horse and cart or sleigh, or for a horse and harness without either, for conveying a weight of six hundred pounds, and four-pence for every additional horse, conveying a weight of one thousand pounds; and seven-pence half-penny a league for a saddle-horse. The Act establishing these post houses having expired, the *ci-devant Maitres* and *Aides de Poste*, petitioned for their re-establishment, with a legalized tariff, in 1812. But a committee to whom the petition was referred, reported adversely; and thenceforth the carrying of passengers on land seems to have been left to the natural law of competition.

The rate which it was possible to travel in stage coaches depended on the elements. In spring, when the roads were water-choked, and rut-galled, the rate might be reduced to two miles an hour, for several miles on the worst sections. The coaches were liable to become embedded in the mud, and the passengers had to dismount and assist in prying them out by means of rails obtained from the fences. Various forms of accidents occurred, and the total percentage was probably not less than fifty per cent. more than on railways at present. The cost of travelling, in fares, to say nothing of time and expenses on the way, where the driver was generally in league with the tavern-keepers, by whom he was used as a decoy, was nearly three times what it is on railways. In the dry weather of summer, and the snows of winter, the worst roads became tolerably good; and stories of incredible speed being made, in sleighing, are still told. It is alleged that Mr. Weller—the immortal stage-coach owner—once drove Lord Sydenham from Toronto to Montreal, by means of successive relays of horses, in twenty-six hours; and a story is told of a still more surprising feat being performed, in the same way, between Portland and Montreal. It was a race between Boston and Portland, which could carry the English mail most rapidly to Montreal. The Portland party made the distance, which is nearly three hundred miles, in twenty hours. The result of this contest is said to have been one of the causes that led to the adoption of

Portland as the terminus of the railway from Montreal, instead of Boston.

RAILWAYS.

The railway is the crowning improvement of modern times in transportation of travellers and merchandise. It is by far the most rapid, effective and economical means of conveying goods and passengers from place to place. While it is undoubtedly true that many railways, perhaps a majority of them, have in their earlier years proved quite unprofitable to their original projectors and to their stockholders few, if any, have failed to add to the material wealth of the regions through which pass they to an extent many times exceeding their cost.

To a country with the physical configuration of the Dominion—stretching from the Atlantic to the Pacific, and settled only on a relatively narrow frontier strip—cheap and rapid communication is one of the first requisites. The diversified products of the eastern and western sections require to be constantly interchanged in order to meet the wants of both. And nothing will so powerfully tend to consummate the great object aimed at in forming our Confederate Constitution—the real and lasting union of the people of all these provinces—as supplying the best possible facilities for the interchange, not merely of commodities, but of thought, by the means of correspondence and personal intercourse. The INTERCOLONIAL LINE, which is intended to connect in one continuous line the Provinces of Nova Scotia, New Brunswick, Quebec and Ontario, was no doubt projected, more as a political than as a commercial undertaking, and very great advantages may be expected from it in the way of bringing about acquaintanceship, creating and riveting social ties and commercial relations, breaking down antipathies and creating the sense of a common interest. Let us hope that as a military convenience it will never be called into requisition. The same necessity that forced the construction of the Intercolonial operates to urge the building of a CANADIAN PACIFIC LINE, which, great as the undertaking is, will undoubtedly be proceeded with without any unnecessary delay. These two lines, when completed, will, with our other great public work, the Grand Trunk Railway, extend as a vast iron girth across the Continent, forming a grand National Highway of three thousand miles in length, or in all, six thousand continuous miles of railway track.

The brilliant success of Mr. George Stephenson's engine "Rocket," on the Liverpool and Manchester Railway, drew the attention of the world to this new and marvellous triumph of genius. The £500 prize offered by that Company was won by the engine named—the trial taking place on the 6th October, 1829. This engine, which weighed four tons, made on the level, with 12½ tons attached, 29½ miles per hour. A result so astounding to the ideas of our ancestors, who regarded any means of travel faster than a stage coach at ten miles an hour as tempting Providence, was soon published far and near. In spite of the most unscrupulous and persistent opposition, this innovation forced its way into public notice. Railways soon became what they now

are, one of the most marked characteristics of our modern civilization.

As a means of opening up a new country for settlement, railways are incomparably the best and most effective, viewed in the light of results, that human skill has yet devised. Like the arteries and veins in the human body, they are the channels which vitalize the extremities of a country, and bring them into direct and immediate connection with the centres of commerce. They give value to natural products before valueless, because out of the reach of consumers; change sterility into productiveness; convert the wilderness into cultivated farms, as if by magic, and substitute for the profitless hunting of the wild man of the forest, the peaceful and remunerative operations of modern husbandry. Railways have accomplished all this in Canada, but the work has only fairly begun.

AMERICAN RAILWAYS.—Immediately after the trial of Mr. Geo Stephenson's Engine, a most important agitation sprang up in the United States. A section of 14 miles of the Baltimore and Ohio Railway was completed in 1830, and opened for traffic. It was worked by horse-power. In the next year a locomotive engine, the first of American manufacture, was placed on this line. In the same year an English engine, weighing six tons was obtained for the Mohawk and Hudson, but this proving destructive to the permanent way, an engine of American make, weighing only three tons was substituted in its place. In 1832, the South Carolina Railway was opened, also the New-York and Harlem, and the Camden and Amboy, in New Jersey. The Boston and Lowell, in the State of Massachusetts, was commenced in 1831, and the Boston, and Providence and Boston, and Worcester, in the following year, these three roads were completed in 1835. The Newcastle and Frenchtown, extending from Chesapeake to Delaware Bay was commenced in 1831 and finished in 1832. All these schemes were crude and ill-judged. As in Canada, the estimates always fell far short of the actual cost. This, with the defective character of the works rendering constant repairs necessary sadly embarrassed nearly every enterprise undertaken. The railways did not prove remunerative and became a serious burden on the capital and industry of the country; a state of affairs which brought about those widespread failures, and sweeping financial disasters, known in the aggregate as the crisis of 1837. This collapse gave the quietus to railway enterprise for a period of at least ten years. Many projects on which a good deal of money had been spent were wholly abandoned; others were gone on with. But the total miles constructed in the ten years following would scarcely equal the number completed in a single year since. From the small beginnings of forty years ago, the railway interest in the United States has grown enormously; the total mileage is now 50,000 in round number and these are being added to at the rate of 3,000 to 4,000 miles of new lines annually.

The liberal public policy of the United States Government with reference to this class of public works has had much to do with their almost marvellous expansion, and with the equally marvellous results that have followed in the development and progress of the country. It is estimated that the total amount invested in American railways appro-

ximates very closely to two thousand millions of dollars! The roads did not cost even three-quarters of this sum (which represents their capital accounts) the difference of over one quarter being made up by the process known as "watering."

In addition to a grant of thirty-five millions of acres of public lands to the Pacific Railway, already constructed, the United States Government issued \$63,616,000 in 6 per cent currency bonds in aid of that undertaking. The whole line is 3,300 miles in length, from the Atlantic to the Pacific Ocean. The public aid was, however, only extended to 2,500 miles of the railway. The bonds were issued upon 300 miles at the rate of \$48,000 per mile, upon 976 miles at the rate of \$32,000 per mile, and upon 1244 miles at the rate of \$16,000 per mile. A second mortgage was accepted by the Government as security for the loan, and the companies were authorized to issue their own bonds to an amount equal to the Government subsidy, the same being made a first mortgage over the whole of the companies' effects. The annual interest on the subsidy is \$3,934,569.

Subjoined is a statement of the amount of lands granted by Congress to the States named, for the construction of railways up to the 1st July, 1869.

STATES.	ACRES GRANTED.
Illinois.....	2,595,058
Mississippi.....	2,062,240
Alabama.....	3,729,120
Florida.....	2,360,114
Louisiana.....	1,578,720
Arkansas.....	4,744,272
Missouri.....	3,745,160
Iowa.....	7,331,208
Michigan.....	5,927,931
Wisconsin.....	5,373,360
Minnesota.....	7,783,408
Kansas.....	7,753,000
California.....	2,060,000
Oregon.....	1,680,000
Total.....	58,108,581
	ACRES.
Grant to Union and Central Pacific R. R. Cos.....	35,000,000
" to Northern Pacific.....	47,000,000
" Atlantic and Pacific.....	42,000,000
	124,000,000
" in aid of Canals.....	4,405,986
" in aid of Waggon Roads.....	3,782,213
	8,188,199
Total.....	190,206,780
Add grants made by 41st Congress.....	33,760,000
Total of all grants to date.....	224,056,780

The amount received by the different States, made the grantees of these lands, is much less than the figures would indicate. The lands were granted in plots of six alternate sections of 640 acres each, being equal to 3,840 acres to the mile, to be taken by the odd numbers within six miles of the line of the railway. In case a sufficient number of sections of odd numbers of Government lands could not be had, on account of their previous disposal, then the lands of odd sections, within fifteen miles of the railway would be taken, in order

to make up the quantity granted. In some cases the grants were enlarged so as to apply to odd sections within twenty miles of the railway. The act of Congress conveying these lands, specified in general terms the route over which the proposed road was to run, and fixed a limit of time for its completion. Owing, therefore, to the condition on which these lands were donated, and the fact that the requisite amount of lands in odd sections within the prescribed limits were not to be had, a number of the companies never received more than half the amount granted them. Of the fifty-eight millions of acres given to the States not one-half has been appropriated as intended, chiefly for the reason just named. The Northern Pacific, which is to run from the head of Lake Superior, through the States and Territories intervening, to Puget Sound has the right to take alternate sections within twenty miles of the railway in the States and within forty miles in the Territories, the total grant being 74,428 square miles.

Besides all this liberality on the part of the General Government, the State governments have in many instances contributed handsomely for the encouragement of railway enterprise. We have noticed that the State of Georgia appropriated some thirty millions of dollars in this way, the grants ranging from \$8,000 to \$15,000 per mile. About two-thirds of this sum was granted at a single session of the Legislature. Alabama guarantees 8 per cent interest on one of her railways, to the amount of \$16,000 per mile of completed and equipped railway; another road in the same state has a guarantee covering an expenditure of \$20,000 per mile.

CANADIAN RAILWAYS.—Very soon after the first railways were commenced in Great Britain and in the United States, several projects were formed and discussed for the construction of lines in Canada. From 1832 to 1840 a large number of charters were obtained in all the Provinces, but the great majority of the schemes so authorized proved abortive, and the Acts suffered to remain on the statute book as a dead letter.

In 1836 the first attempt at working a railway in Canada was made. The St. Lawrence and Champlain, (now the Montreal and Champlain,) was opened in that year; the rails were of wood with flat bars of iron spiked on them, and from the tendency of this class of rail to curl or bend upward as the wheels passed over it, it became known as the "snake rail." From this awkward peculiarity it often happened that the rails came into contact with the body of the cars or other rolling stock, in which case both fared badly. The first locomotive used on the Line was sent from Europe, accompanied by an engineer, who for some unexplained reason had it caged up and secreted from public view. The trial trip was made by moonlight in the presence of a few interested parties, and it is not described as a success. Several attempts were made to get the "Kitten"—for such was the nickname applied to this pioneer locomotive—to run to St. Johns, but in vain; the engine proved refractory and horses were substituted for it. It is related, however, that a practical engineer being called in from the United States, the engine which was thought to be hopelessly unmanageable, was pronounced in good order requiring only "plenty of wood

and water." This opinion proved correct, for after a little practice the "extraordinary" rate of speed of twenty miles per hour was attained. Other difficulties were soon overcome and the first Canadian railway became an accomplished fact.

The first locomotives used in Canada and the first sent across the Atlantic to British North America were the "James Ferrier," "the Montreal" and the "John Molson." They were built by Messrs. Kinmond & Co., of Dundee, Scotland, in 1847, and shipped in the spring of 1848. The first two were used on the Montreal and Lachine railway, and the third ran from St. Lambert to St. Johns on the Montreal and Champlain railway. Some of them are still running.

It was fully a decade subsequent to the date of the opening of the St. Lawrence and Champlain Railways that the Huron and Ontario and Great Western projects took practical shape in Upper Canada, although charter powers were conferred for the construction of the former line as early as 1833 and for the latter in 1834. So little was the progress made that in 1850 there were but fifty-five miles of railway in all the Provinces.

In 1849 a general Act was passed known as the "Guarantee Act" which empowered the Government to aid any railway not less than seventy miles in length by guaranteeing the payment of six per cent. interest on a sum not to exceed one half the total cost of the road. In 1858 the Government guarantee was extended to the principal, the Government taking a first lien on the railways so aided. Though this policy never realized the anticipations formed of it, yet it had the effect of giving a powerful stimulus to railway enterprise. Then commenced the first railway era in which all our present lines were constructed.

GRAND TRUNK RAILWAY.

In 1851, an Act was passed (14 and 15 Vic., Cap. 73), entitled: *An Act to make provision for the construction of a Main Trunk Line of Railway throughout the whole length of this Province.* This Act brought the Legislature under a pledge not to increase the public debt, except for the purposes of building such railway and "as regards the guarantee of the Province under the Act 12 Vic., Cap. 29, for interest only on debenture issued or to be issued by the St. Lawrence and Atlantic, the Great Western, or the Ontario, Simcoe and Huron Railway Companies." The Governor General was authorized to enter into arrangements with the Governments of Great Britain, and of the Lower Provinces, for the construction of the Quebec and Halifax Railway, if the necessary funds should be raised under the Imperial guarantee. The Governor in Council was authorized to apply, in furtherance of that work, all the ungranted lands, to the extent of ten miles on either side of the line. The road was to be continued as far as Hamilton, under the Imperial guarantee, if that were obtained, but if it was not obtained, or the amount was not sufficient to accomplish so much, the whole road, or the residue of it, was to be built at the joint expense of the Province, and such Municipal Corporations as would subscribe towards it. A fund was to be formed out of the municipal subscriptions, to be called the "Municipal Subscription Fund." Debentures equal in amount to these municipi-

pal subscriptions might be issued by the Government, and chargeable on this fund, and a Sinking Fund to be created; besides an equal amount of debentures chargeable on the consolidated revenue. If the funds for constructing the Main Trunk could not be raised in any of these modes, the work might be undertaken by chartered companies. A Board of Railway Commissioners, consisting of the Receiver General, the Inspector General, the Commissioner and the Assistant Commissioner of Public Works, was created. The guarantee under the Act of 1849, was not to be given till this Board had reported to the Governor in Council, that the land for the whole line or section had been obtained and paid for, and a part of the work done; and that the fair cost of this was equal to what would have to be expended for the completion of the road.

The Government had set out, in 1849, by confining the guarantee to the interest of the loan raised by the railway company; but by the Act of 1851, now under review, authorized the Governor in Council to extend it to the principal, in case of the Grand Trunk. Provincial debentures might be exchanged for those of railway companies. In return, the Province was to take the delusive security of a first lien on the railway, tolls and property of the Company; a security from which the Province has never derived and never will derive a single dollar. We now know that the straightforward way of dealing would have been to grant a bonus instead of a loan that purported to be secured. The Province has got good value for whatever it has paid on account of this road; but the mode of doing it held out hopes that have not been realized.

QUESTION OF ROUTE.—The question of the route of the Main Trunk engaged the attention of the Standing Committee of the Canadian Legislature on Railroads and Telegraph Lines in 1851. There was much diversity of opinion as to where the section of the line between Kingston and Montreal should be located.

Mr. (now Sir) Hugh Allan favoured a line to accommodate the Ottawa District via Bytown, now Ottawa, in order to avoid the competing water traffic and with a view of opening up a large tract of land. Several others spoke to the same effect and it was said that in a military point of view this route would be more secure than a frontier route on the river. But arguments in favor of the more direct route prevailed. The cost was estimated at from \$25,000 to \$27,000 per mile.

QUESTION OF GAUGE.—On the question of gauge, several witnesses were heard. We incline to think that the weight of the evidence was in favour of a four feet eight and a half inch gauge, while that of five feet six was adopted. Mr. T. C. Keefer said: "The steadiness of a carriage depends upon the length of the rectangle formed by the wheels, and I think the long carriage used on the American narrow-gauge roads are steadier than the short broad gauge carriages, when both are run upon roads of equal condition." A Royal commission, appointed in 1845—six years before—had reported: "That as regards the safety, accommodation and convenience of passengers, no decided preference was due to either gauge; that in respect to speed, the advantage was with the broad gauge; that in the commercial case of the transport of goods, we believe the narrow gauge to possess the greater convenience, and to be more suited to the general

traffic of the country; that the broad gauge is the more costly;" and they ended with this conclusion: "Therefore, estimating the importance of the highest speed on express trains for a comparatively small number of persons—however desirable it may be to them—it is of far less moment than affording increased convenience to the general traffic of the community—we are inclined to regard the narrow gauge as that which should be preferred for the general convenience."

Many of the persons examined before the Assembly committee, in 1851, were not in a position to form the best opinion as to the relative value of different gauges. Mr. Harris, President of the Great Western, must be presumed to have given the question some consideration, and he gave his opinion in favour of the narrow gauge, which the Great Western had then adopted. All their calculations, plans and specifications were then based on a four feet eight and a half-inch track. He gave the following as the reasons for its adoption:

"First, its established character; second, the saving of money in the superstructure (ties and rails requiring extra strength for broader gauge); third, saving of expense in running machinery, for all time to come; and fourth, to form an easy and economical junction with the railroads of Michigan and New-York, from which the Company expect to receive very large additions to the traffic on their road, a considerable portion of which is expected to follow a Trunk Line through the Province to Montreal." And he added:

"I consider the adoption of a broader gauge than four feet eight and a half inches would prove injurious to the interests of the Great Western Company, as well as to the Main Trunk Line as far as Montreal, because I feel that every inducement possible will require to be made, to secure the principal part of the travel from Chicago, &c., through Canada, in preference to the various channels now being opened on the south side of Lake Erie; and I feel convinced that any gauge that will not admit of the baggage cars of the roads joining the Great Western on either side being carried across it, will deprive Canada of the greater part of the said travel."

There is something prophetic in some of these reasons. The Great Western practically compelled by the Legislature to adopt a five feet six gauge, were obliged to reduce it, by means of a third rail, to enable American trains to pass over their line. The section of the Main Trunk east of Montreal had been commenced with a "broad gauge," and that circumstance may have had some influence in determining the decision of the Committee. Erastus Corning, a name influential among railroad men, gave his opinion in favour of the four feet eight and a half, to enable our roads to connect with railroads in the States, which had adopted that gauge; the New York, Northern and Central, and the New England lines. And he held that, not one advantage to a wide gauge can be stated without a sacrifice incident to such increase." At the same time he stated with great candour, "that the relative advantages and disadvantages of various gauges rest solely upon the stability of the road-bed to sustain the weight of engines and cars, and their action when in motion on the track." H. C. Seymour, State Engineer of New York, admitted the inconvenience of a gauge that necessitated transshipment; but he contended

that all the objections to a five and a half feet gauge had been refuted by the result of actual experience. "Besides the decreased wear and tear consequent upon the easier motion of the cars and engines on a wide gauge," he said, "the comfort of passengers produced by the wider seats permissible in cars running on a wide gauge, is an important consideration." A five feet and a half track would enable the cars to be a foot wider than on one four feet eight and a half.

Other distinguished engineers, including John L. Roebling, the builder of the suspension bridge over Niagara River, Thos. Rodgers, of Patterson, New-Jersey, a noted locomotive manufacturer, and M. Killaly then attached to the Public Works Department, though admitting weighty objections to the broad gauge, advocated it on the whole, and with all the evidence before them and all the circumstances to be considered, the Railway Committee on the 31st July 1851 decided in favor of the five and a half feet gauge.

INTERPROVINCIAL NEGOTIATIONS.—Applications having been made to the Imperial Government for pecuniary aid in this important undertaking, Earl Grey, then Colonial Secretary, suggested in his despatch of March 14, 1851, a conference between the Governments of the three provinces, "for the purpose of coming to some agreement, on the subject, which, after being approved by the Legislatures of the several Provinces, might be submitted for the sanction of Parliament." Mr. Howe represented Nova Scotia and Mr. Chandler New Brunswick. They reached Toronto on the 15th June. New Brunswick, though thus represented, was still hesitating; and all that could be done by the Conference was to agree upon a basis of action to be submitted to the Government of that Province. It was agreed, subject to the approval of New Brunswick, that the line from Halifax to Quebec should be made "on joint account and at the mutual risk of the three Provinces, ten miles of land along the line [on both sides it is to be presumed] being voted in a joint commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required." New Brunswick was to construct the Portland line—the North American and European—at her own risk, with funds which it was erroneously assumed would be advanced by the British Government, while Canada, at her own risk, was to build the line between Quebec and Montreal, and any saving that could be effected out of the share of the Halifax and Quebec Railway guaranteed loan, was to be appropriated to the extension of the line above Montreal. When the debt contracted, on the joint account of the three Provinces should be repaid, each Province was to own the portion of the line within its own territory. Canada was to withdraw the general guarantee offered for the construction of railways in any direction, and her resources were to be concentrated upon the main line, with a view to the early completion of a great intercolonial and interior highway from Halifax to Hamilton, thence to Windsor, opposite Detroit. The great Western, then in course of construction, was to complete the line to the Western frontier of Canada. The New Brunswick Government agreed to accept these terms, as soon as assured that it had been confirmed by that of Nova Scotia. Mr. Howe, in his arguments to obtain this confirmation from the people of

Nova Scotia, who were about to elect a new Legislature, even then argued that this line would in our time, be extended to the Pacific. All the calculations were based on the assumption that the railway would cost £7,000 currency or \$28,000 a mile; but Mr. Howe thought that much of the work could be done for \$20,000 a mile. He found that the capital with which American railroads had been constructed had cost from seven to twelve per cent.; and he brought his mind to the conclusion "that a railroad built with money at 3½ per cent. will pay almost immediately, even if made through a wilderness, provided the land be good, water power and wood abundant, and provided there are settlements at either side, to furnish pioneers and local traffic with them when they are scattered along the line." This is a more hopeful view than most persons now venture to take of the Intercolonial. Mr. Howe estimated the quantity of land to be appropriated in aid of the railway, chiefly by Canada and New Brunswick, at three millions of acres; and argued that if it were sold at a dollar an acre it "would form a fund out of which to pay the whole interest on the capital expended for the first three or four years."

It was understood that the general government had distinctly pledged its guarantee to the Intercolonial Railway; but owing to a misunderstanding between the Colonial Secretary, Sir John Pakington, and the delegates from the Provinces, in regard to the location of the line, this pledge was for the time withdrawn.

The responsibility was thereupon taken in behalf of Canada, and independent of the other Provinces, by Mr. (now Sir Francis Hincks) to negotiate an agreement with the great English Railway constructing firm of Peto, Brassey, Betts and Jackson who undertook to build the road and to float the stock of the whole line on obtaining the government guarantee of £3,000 or \$12,000 per mile. The Quebec and Richmond Railway Co. had already contracted with this firm for the construction of their portion of the Road.

CONSOLIDATION.—This agreement involved a new policy of railway legislation. But before coming to what that legislation was, we must first recapitulate what had been previously done on some sections of what was now to be called *The Grand Trunk Railway of Canada*.

In 1848, the *Toronto and Goderich Railway Company* was chartered, (10 & 11 Vic. cap. 123, with a capital of £750,000, in shares of £25 each, with power to raise an additional sum of £250,000 if required. This road, in its passage from Toronto was to strike Guelph and the waste lands of the Crown lying north of the Huron Track, to Goderich on Lake Huron. The survey map and book of reference were to be deposited within three years and the road to be completed within ten years. Construction was not to commence until £150,000 of the stock had been subscribed, and ten per cent. paid on it. The Directors were empowered to unite with any joint stock company then formed or to be hereafter formed in the United Kingdom, and with the Toronto and Lake Huron Railroad Company.

In 1851, the *Kingston and Montreal Railroad Company* was incorporated, with a capital of £800,000 currency (\$2,400,000), in shares of \$100 each; and if that proved insufficient, power was given to raise £400,000 more. The same power of making arrangements as in the old Act was given. The gauge was

fixed at five feet six inches. The whole of the stock was subscribed by ten persons, in August, 1852.

The *Act to Incorporate the Grand Trunk Railway of Canada* (16 Vic., cap. 37), passed in 1852, incorporated a company with a capital of £3,000,000 stg., in £25 shares, to construct a railway, on a designated route, from Toronto to Montreal. The Government guarantee, to be given in the form of Provincial debentures, was confined to £3,000—\$12,000—a mile, and was to be handed over in amounts of £40,000, whenever £100,000 stg. should be ascertained to have been expended "with due regard to economy" on the road.

Another Act, (16, Vic. cap. 38) was passed the same session, *To provide for the Incorporation of a Company to construct a Railway from opposite Quebec to Trois Pistoles, and for the extension of such railway to the eastern frontier of this Province*. The capital was fixed at one million sterling, with power to increase it to four millions, and the right to extend the road to the eastern limit of the Province. The same amount of Provincial guarantee as in the case of the Grand Trunk was to be given to that section which lay between Point Levi and Trois Pistoles; but for an extension a grant of a million acres of land was to be given in lieu of a money aid. In other respects the terms of this Act were the same as those of the preceding.

What is popularly known as the *Amalgamation Act* (16 Vic., cap. 39) completed the series of railway legislation this session. It empowered any railway company whose road formed part of the Main Trunk line to unite with any other such company. Its provisions were applied to the St. Lawrence & Atlantic Railway Co., and the railway which that company was empowered to construct. It repealed the Acts incorporating the Montreal & Kingston Railway Co., and the Kingston & Toronto Railway Co., and obliged the Grand Trunk Railway Co. to pay the promoters of these railways the preliminary expenses they had incurred.

In 1853, the Grand Trunk Railway Company was authorized to increase its capital or to borrow to the extent of £1,500,000 sterling, for the purpose of constructing a general railway bridge across the St. Lawrence at or in the vicinity of Montreal. It might undertake the work alone, or in conjunction with any other company or companies. The plan was to be approved by the Governor in Council.

By another Act, passed the same session (16, Vic. cap. 76), the Amalgamation Act was extended to companies whose railways intersect the main trunk or touch places which that line touches. In pursuance of this Act, the Toronto and Sarnia, the Toronto and Kingston, the Quebec and Trois Pistoles, and the Belleville and Peterboro'—the latter a projected branch which was never built—were united. The negotiations were conducted in London in the first five months of 1853; Mr. Galt representing the Atlantic and St. Lawrence, the St. Lawrence and Atlantic, and—in connection with Mr. Alexander Gillespie, of London—the Toronto and Guelph railway companies, Mr. Ross, the Grand Trunk proper, as its President, and the eastern section of that road, in connection with Mr. Forsyth and Mr. Rhodes.

The amalgamated company assumed all the liabilities of the several companies, which,

previous to the amalgamation, had a separate existence. This included a contract with Messrs. Gzowski & Co., entered into on the 24th March, 1853, for the construction of the Toronto and Sarnia section, for the sum of £1,376,000 sterling, the distance being estimated at 172 miles; Messrs. Peto, Brassey, Betts and Jackson's contract, entered into one day before Gzowski & Co.'s was signed, for the construction of the line between Montreal and Toronto, estimated at a distance of 345 miles—eleven miles over the real distance—for the sum of £3,000,000 sterling; the contract with the same parties, dated October 20, 1852, for the construction of the Point Levi and Richmond line, some 95 miles, for the sum of £650,000; a contract with the same parties for the construction of the Quebec and Trois Pistoles road, estimated at 153 miles, for the sum of £1,224,000 sterling; a contract with the same parties, never executed, for the construction of the Belleville and Peterboro' line for the sum of £400,000; and a contract with the same parties, executed March 3, 1853, for the construction of the Victoria Railway bridge at Montreal, for the sum of £1,400,000 sterling. The Atlantic and St. Lawrence Company, whose road runs from Portland, Me., to Island Pond, Vt., a distance of 148 miles, leased its property to the Grand Trunk for a period of 999 years, at a yearly rent representing six per cent. on the share and stock capital, \$1,700,000, besides the interest on the bond and debenture debt; in all, \$300,000 a year, payable half-yearly on the 1st January and the 1st July.

CAPITAL STOCK.

The entire amount of Capital was fixed at £9,500,000 created and apportioned as follows: Stock in 144,920 shares of £25 each £3,623,000
 Debentures of £100 each, payable in 25 years, bearing interest at 6 per cent. per annum, payable half-yearly, in London, and convertible into shares on or before the first day of January, 1863, at the option of the holder..... 1,811,500
 And debentures convertible into bonds of the Provincial Government, of £100 each, payable in 20 years, bearing interest at 6 per cent. per annum, payable half yearly in London..... 1,811,500
 £7,246,000

The estimated profit was nearly 11½ per cent. The gross estimated earnings have been fully realized; but the great error of calculation, which makes all the difference between profit and loss, was in putting down the working expenses so low as forty per cent the actual amount having been from seventy to eighty per cent.

The prospectus of the Grand Trunk Railway was issued while the arrangements for a fusion of the companies were in progress, under the guarantee of powerful names of the monetary world of London and seven members of the Executive Government of Canada. Among the London Directors were Baring, representing one house, and Glyn another, and both of them were members of the house of Commons. The Government directors in Canada were the Hon. John Ross, Solicitor General for Upper Canada, Hon. F. Hincks Inspector General, Hon. E. P. Taché, Receiver

General, Hon. Jas. Morris, Postmaster General, Hon. Malcolm Cameron, President of the Executive Council. Glyn, Mills & Co., and Baring Bros., were the bankers, and Alexander Ross was engineer in chief.

The issue of the first half of the Stock, £1,811,500, in £25 shares, was attended with surprising success. The applications were immensely in excess of the amount to be issued—some put the whole amount applied for as high as twenty millions sterling—and brokers speculating in the stock, in advance of its issue, agreed to deliver shares at £1 premium. There was naturally great disappointment among the applicants; a feeling that was not to be without its compensation in the future. The stock issued at par went up as high as two per cent. premium; but when it once fell below par it never recovered, but steadily declined till quotations became merely nominal.

It would seem that a great mistake was made in not issuing the whole of the stock at once; for that was the only time when it could have all been floated at par. But this could not have been foreseen, at the time.

The Provincial guarantee extended to the various sections of the road, in the following proportions, amounted to £1,811,500 stg., to be represented by six per cent. debentures, payable in twenty-five years, and to be issued on the conditions previously stated:

Toronto to Montreal.....	345 miles.
Quebec to Trois Pistoles.....	153 "
	498 miles.
At £3,000 per mile.....	£1,494,000
St. Lawrence and Atlantic.....	67,500
Quebec and Richmond.....	250,000
	£1,811,500

Besides this, £400,000 had already been issued to the St. Lawrence and Atlantic Railroad prior to the amalgamation. The whole amount then authorized by the Legislature to be issued was £2,211,500 stg. It was seriously argued that by agreeing to issue this amount of debentures in aid of the Grand Trunk, the Province was "only incurring a nominal responsibility;" this was admitted, Mr. Hincks said in 1852, even by the opponents of the bill; the idea being that the first mortgage held by the Province constituted ample security for the advance.

The amalgamation was confirmed by the Legislature in 1854, and transferred to the amalgamated company the title of the Grand Trunk Railway of Canada. The company was authorized to increase its capital, but the delusion about retaining for the Province its first lien was kept up. The lien, being considered a very valuable thing, was extended to the whole Grand Trunk Railway and its works, and the engineer's certificates for the forty per cent. of guarantee were to extend to all the company's works, though there was to be no increase in the total amount to be issued. No more Provincial aid was to be granted to the Point Levi & Richmond or the Montreal & Portland sections beyond the £717,500 already issued; none to any branch railway that might be thereafter built, or to any line that might be amalgamated with it, except the direct line between Trois Pistoles and Sarnia. The amount of Provincial bonds, that might be issued in aid of the Victoria Bridge was limited to £100,000 stg.

In the early part of 1855, efforts were made

to obtain for the Company additional assistance from the Canadian Government. The English contractors wrote to Mr. Thos. Baring and M. George Car Glyn, both of whom occupied the double position of directors of the Company and financial agents of the Government, stating at what rate they would push on the work of construction, if £900,000 of additional Provincial aid were obtained. They would open the road from Montreal to Brockville, and from Quebec to St. Thomas, in the ensuing autumn; they would open the additional section from Brockville to Toronto, giving a railway connection between Montreal and Toronto by the autumn of 1856. This promise was left a year behind in the performance. But the line from Quebec to Richmond was (February 2, 1855) already open, though the contract gave them over ten months more, and a year over the time when the road had been opened (December 1855).

This appeal was responded to. In the latter part of the session of 1854-55, an Act was passed, (18 Vic., cap. 174), May, 19, 1855, to grant additional aid to the Grand Trunk Railway. It authorized the issue of Provincial debentures to the amount of £900,000 stg. redeemable in twenty years, for this purpose. The conditions on which they were to be issued to the Company were that the whole amount of aid received and to be received, for work or materials on the ground, should not exceed fifty per cent. of the whole amount expended on the work, prior to the 1st May, 1855, and the sum to be advanced out of this additional grant was never to exceed seventy-five per cent. on the amount expended by the company after that date, on the portion of the line between St. Thomas and Stratford, exclusive of the work on Victoria Bridge. This loan, like the first, was made a first lien on the Company's works; and as the Victoria Bridge, on account of which no Provincial aid was advanced, was included in the mortgage, it was argued that the Province was increasing its security so much that the additional grant was for it, a good operation, and one which on financial grounds, it would have been madness not to have gone into. The loan was repayable in twenty years, and the interest, six per cent. half yearly. In 1853, 1854 and 1855, while the capital account was in its best condition, the Company did pay interest on Government bonds to the amount of about £200,000 stg. Evidently motives of policy made it advisable for the Company to hold out a prospect that such interest would continue to be paid, as long as additional grants were likely to be required.

But the time was fast approaching when the idea that the lien which the Government held on the works would ever be the means of bringing back the capital advanced, must cease to be entertained by even the most sanguine. In 1856 (July 1) an Act (19 and 20 Vic., c. 111), was passed which exploded the idea, advanced a few years before, that the Province only incurred a nominal responsibility in giving the Provincial guarantee to this great national undertaking. The first lien, which had been relied upon as a means of securing the repayment of the capital advanced to the Company, was given up. By the terms of this Act, which had been provisionally agreed to in advance between the Government and the Company, the latter was authorized to issue preferential bonds to the amount

of £2,000,000 stg.; these securities to have priority over the Province lien. The issue was not to take place till the railway from St. Thomas to Stratford had been finished and in operation. The proceeds of the bonds were to be deposited with the Provincial agents, in London, and released to the Company on certificates of the Receiver-General, during the progress of the following works:—

The railway from St. Mary's to London and Sarnia.....	£450,000
The railway from St. Thomas, Lower Canada, to Rivière du Loup.....	525,000
Victoria Bridge.....	800,000
Three Rivers and Arthabaska.....	125,000
To enable the said Company to assist the Port Hope, and Cobourg and Prescott Railways as subsidiary lines.....	100,000
	£2,000,000

For the ensuing five years, the time estimated to be necessary for the completion of the construction, the Province was to pay interest on the bonds it had issued in aid of the work; but still the idea of repayment, though in a new form—in the share capital of the Company—was kept up in this Act; and the lien of the Province, subject to these conditions was to rank, as to dividend or interest, with that of the Company's bondholders.

In this year, 1856, the Company asked the Government to guarantee five per cent. interest on the share capital, but the proposition was not entertained.

On the formation of the Grand Trunk Company, and the grant to it of the Provincial guarantee, it was deemed expedient to give the Government a representation in the direction, with the idea that the interest of the Province would thereby be better guarded. This arrangement was made the occasion of attacks on both the Government and the Company, in which the latter was declared to be too much under political influence. A cry for the abolition of the Government directorate was set up. This would of itself, probably not have led to any result, but when the Government lien had been virtually given up, there was no longer any object in retaining the Government Directors. Accordingly, in 1857, there was proposed an Act (20 Vic., c. 11.) *To dispense with Government Directors in the Grand Trunk Railway of Canada, and to facilitate the completion of the Company's works from Rivière-du-Loup to Sarnia.* The Government Directors were to go out of office at the next general meeting of the shareholders, and all the powers of the Company were henceforth to be wielded by the elected Directors. The existence of Government Directors in the early years of the Company's existence was afterwards, in 1861, sought to be made, by a committee of the bond and stockholders, the basis of a financial responsibility which the Province had never contemplated and never could be induced to assume. By the Act of 1857, a year's extension of time for completing the works was given, and as a condition of their being completed even within that time, and so long as they are worked and regularly maintained, "the Province foregoes all interest on its claims against the Company, until the earnings and profits of the Company, including those of the Atlantic & St. Lawrence Railroad Company, shall be sufficient to defray the following charges:—1. All expenses of managing, working and maintaining the works and plant of the Company. 2. The rent of the Atlantic & St. Lawrence Railway, and all interest on the

bonds of the Company exclusive of those held by the Province. 3. A dividend of six per cent. on the paid up share capital of the Company, in each year in which the surplus earnings shall admit of the same; and then in each year in which there shall be a surplus over the above-named charges, such surplus shall be applied to the payment of the interest on the Province Loan accruing in such year. The bonds and share capital herein mentioned shall be held to include and consist of all loans and paid up capital which the Company have raised or may hereafter raise *bond fide* under the authority of any Act of the Provincial Legislature, passed or to be passed, for any purpose authorised by any such Act. "This was equivalent to a complete surrender of the Provincial lien, and, it would have been better to wipe it out altogether than to foster the delusion that anything could in any remote contingency be realized from it.

Next year, 1858, came an Act (22 Vic., cap. 52) *to amend the Acts relating to the Grand Trunk Railway of Canada.* It gave authority to the Company to issue additional bonds, preferential or otherwise, with the now absolutely ridiculous proviso that the new issue should in no way affect the Province lien on the road. And there was a clause providing, among other things, in the nature of priorities, the order in which the interest on the Provincial debentures should be paid by the Company. Authority was also given to alter and enlarge the conditions of the lease with the Atlantic and St. Lawrence Railway consistent with the preservation of the relative positions of the Province and the Company.

In 1861, a committee of shareholders drew up a statement in which they asserted "that it was in *bond fide* reliance upon the representations put forward to from the Canadian Government in this [the Company's] prospectus, that, in 1853, the petitioners and other persons became subscribers to the Grand Trunk Railway, and in the full persuasion that a Colonial Government which had sought assistance in England in a form so public and conspicuous, would at all times be ready to extend to the obligations thus incurred, at a distance of three thousand miles, not a construction resting on narrow rules of law, but an interpretation large, liberal and statesmanlike," and that they relied on the Canadian Parliament to fulfil this expectation. This was equivalent to asserting that the undertaking was set on foot as a Government work; an assumption which the Canadian Legislature was not likely to endorse. If the Government had undertaken the construction of the road as a public work, the committee argued, it must have incurred an expenditure of £11,000,000 stg., or £660,000 a year, whereas, by the mode adopted, the Province had obtained all the advantages of the Grand Trunk system at a charge of not more than £3,111,500, or £187,040 a year, from which amount there were several deductions to be made. They argued that the Arthabaska branch which they state at 30 miles, and nearly the whole of the 358 miles forming the Eastern Division, though valuable to the country, must be worked either at a positive loss, or upon terms which will not yield any profit upon the capital expended in their construction; that this is true, in the most unqualified sense, of the 143 miles between Quebec and Rivière du Loup and of the Arthabaska branch, and to

some extent of the 96 miles between Richmond and Quebec. They sum up by saying that, as regards the 214 miles east of Richmond, and as regards the branches, the Grand Trunk has become charged with the burden of constructing, maintaining and working lines of railway, not for the benefit of the share and bondholders, but wholly for the present and future benefit of particular portions of Canada; that an amount nearly equal to two-thirds the whole Provincial aid was expended on works valuable to the country, but unprofitable to the Company, leaving only £1,111,500 contributed to what they call the commercial portion of the undertaking. It was contended that these facts, all taken together, gave the share and bondholders not a legal, but a strong moral claim on the Province. They estimated the increased market value conferred on the grain and other crops of the Western portion of the Province by the Grand Trunk railway, as not less than 20 to 30 per cent., a statement of which it would require a close examination of a history of prices and other data to test the accuracy. This attempt to make the Canadian Government a joint partner in the expenditure of fifteen millions sterling, was not responded to in the way the committee desired.

In 1862 the Company claimed additional remuneration for the mail service. This service was represented to be worth, for the ensuing twenty-five years, a sum that would capitalize at a million and a half sterling. This capitalization was asked for, and with it authority to raise the further sum of £500,000 stg., to complete, repair and equip the line. The passenger receipts of the Company, it was said, the mileage considered, were very light. The time-bills were drawn up, not merely to accommodate the passenger traffic, but also to serve mail purposes. The excessive number of miles ran to accommodate the postal service caused the trains to be worked at a heavy annual loss, while in Nova Scotia nothing but accommodation trains are being used, and the load of the train being generally made up to the capacity of the engines, the trains proved remunerative. With the capitalized sum sought to be obtained, the Company intended to compound with its creditors in Canada and England. Hints that the road might possibly be closed were thrown out.

In the next session, an Act for the *Reorganization of the Grand Trunk Railway Company* (25 Vic., c. 56) was passed, giving the Company power to issue postal bonds on the securing of the money it gets in payment of the postal service, besides £500,000 equipment mortgage bonds; the latter operating as a first lien on the Company's property. The effect of this was to place the Government lien still further back. The rate of remuneration to be paid for the postal service performed by the Company was long an unsettled question, on which much correspondence with the Government took place. In 1862, it was resolved to settle the dispute by arbitration; but a change of Government taking place, the reference was revoked. In 1865, three commissioners, the late Mr. Wm. Hume Blake, Mr. Justice Day, and Mr. G. W. Wicksteed, were appointed a commission to inquire into and report on the subject. They recommended a rate of ten cents a mile for quick passenger trains, and six cents a mile for mixed trains; which they

added, "cannot be considered too high, when it is considered that the Postmaster-General of the United States pays this same road, between the boundary line and Portland, sixteen cents per train per mile, for a single service, and ten cents per train per mile, for a double service."

The proportion which the working expenses bear to the revenue is mainly determined by two unfavorable circumstances. A large part of the Eastern Division of the road is unprofitable; some sections, such as that between Quebec and Rivière du Loup and the Arthabaska branch, being worked at a positive loss. They are a dead weight on the profitable sections, and tend to make the working expenses of the whole line abnormally high in comparison with the revenue. The other cause is the necessity of receiving competitive rates for through traffic from the west. These rates are determined by the cost of carrying on the cheapest rival routes. Besides, the easternmost section of the line lies in a more severe climate than any other railway in America, a circumstance which, from the accumulations of snow, adds to the working cost and increases the expense of repairs. The construction of the Intercolonial ought to have a favorable effect on the fortunes of the Grand Trunk.

BUFFALO AND LAKE HURON.—An arrangement was entered into between the Grand Trunk and this Company, respecting the division of their traffic receipts, which received the sanction of the Parliament of Canada. The terms of the agreement were thought, by the Directors of the Buffalo and Lake Huron, to operate against the interests of their Company, and accordingly, after protracted negotiations, modifications and concessions were obtained which practically made a new agreement. This agreement provided for a rent charge, payable by the Grand Trunk to the Buffalo and Lake Huron Company, in perpetuity, by half-yearly instalments, within two months after the 1st January and the 1st July in each year, thus:—For the year ending 1st July, 1869, \$42,500; for the year ending 1st July, 1870, \$45,000; 1st July, 1871, \$50,000; 1st July, 1872, \$55,000; 1st July, 1873, \$60,000; 1st July, 1874, \$65,000; 1st July, 1875, \$66,000; 1st July, 1876, \$67,000; 1st July, 1877, \$68,000; 1st July, 1878, \$69,000; 1st July, 1879, and every subsequent year, \$70,000. \$42,500 per annum of the rent charge is to rank next before the first equipment bonds of the Grand Trunk, and the balance will rank next after the second equipment bonds, which the Grand Trunk were authorized to raise. The ordinary shares of the Buffalo Company to be exchanged, one half, or \$615,000, for the like amount of Grand Trunk fourth preference, and the other half, \$615,000, for the like amount of Grand Trunk ordinary stock. The \$42,500 of the rent charge, payable in 1868-69, was liquidated in Grand Trunk second equipment mortgage bonds at par. This road is now a part of the Grand Trunk system.

CAPITAL ACCOUNT.—The capital expenditure on the different divisions, and over the whole property, up to 31st Dec., 1861, with the total capital expenditure to 30th June, 1870, is shown as follows:

Eastern Division (362 miles)—Engineering, \$112,574 18s. 11d.; Works and Permanent Way, \$2,637,970 15s. 11d.; Stations, Buildings and Offices, \$236,872 1s. 2d.; Miscellaneous Stock,

\$14,411 10s. 5d.; Electric Telegraph, \$8,304 11s. 6d.; General Expenses, \$186,081 1s. 11d.—\$3,194,244 14s. 10d.

Central Division (333 miles)—Engineering, \$76,735 15s. 5d.; Works and Permanent Way, \$2,949,451 4s. 3d.; Stations, Buildings and Offices, \$346,894 4s. 11d.; Miscellaneous Stock, \$6,725 17s. 8d.; Electric Telegraph, \$5,031 6s. 10d.; General Expenses, \$150,221 3s. 8d.—\$3,535,059 17s. 4d.

Western Division (190 miles)—Engineering, \$45,291 9s. 10d.; Works and Permanent Way, \$1,558,31 10s. 5d.; Stations, Buildings and Offices, \$148,723 17s. 10d.; Miscellaneous Stock, \$5,989 11s. 6d.; Electric Telegraph, \$2,789 15s. 5d.; General Expenses, \$31,015 12s. 3d. Compensation to Contractors, \$25,000 0s. 0d.—\$1,811,221 7s. 3d.

Portland Division, Leased Line, (149 miles).—Engineering, \$2,209 7s. 9d.; Works and Permanent Way, \$193,764 1s. 11d.; Stations, Buildings and Offices, \$74,586 12s. 3d.; Miscellaneous Stock, \$1,464 15s. 3d.; Electric Telegraph, \$1,945 7s. 5d.; General Expenses, \$24,378 6s. 0d.; Rolling Stock, \$33,236 14s. 7d.; Lands in Portland Division, \$1,575 7s. 2d.—\$333,160 12s. 4d.

Rolling Stock, \$1,019,791 3s. 11d.

Sundries—Expended on Works, &c., Detroit Line, \$4,353 18s. 0d. Three Rivers and Arthabaska Branch (Advances), \$108,762 8s. 10d. Aid to Subsidiary Lines, C. W., \$67,350 0s. 0d. Port Hope Railway Junction, \$824 14s. 1d. St. Lawrence and Champlain Junction, \$349 15s. 8d. Montreal Extension Survey, \$216 3s. 1d. Intercolonial Railway, \$588 17s. 11d. Expended on Steam Ferry Boats, Wharves and Barges, \$58,957 15s. 4d. Building, &c., at Sarnia with Survey, \$9,631 11s. 4d. Subscriptions to St. Lawrence Warehouse and Dock Company, \$25,273 16s. 6d. Discount on Sale of Stocks and Debentures, &c., \$422,550 12s. 6d. Less premium on sale of Debentures, \$67,950 16s. 0d. Expenses of London Office, \$24,386 15s. 11d. Victoria Bridge (2 miles), \$1,356,020 18s. 6d.

Lands and Land Damages, \$45,692 6s. 9d.

Total Expenditure on 1,036 miles.....	\$11,950,486 12 1
Additional Expenditure to 30th June, 1870.....	6,654,541 16 3
Total Expenditure.....	\$18,605,028 8 4
Unexpended Balance.....	393,481 18 9
Total.....	\$18,998,510 7 1

PER CONTRA—Share Stock—Shares Consolidated into Stock, \$2,810,144 0s. 0d.; (") Shares not yet Consolidated, \$61,643 16s. 8d.; Received on Shares Forfeited, \$1,801 18s. 6d.—\$2,773,579 15s. 2d.

Debentures—Island Pond Debentures, \$90,000 0s. 0d.; British American Land Company's Debentures, \$20,547 18s. 11d.; Montreal Seminary Debentures, \$20,547 18s. 11d. Total \$181,095 17s. 10d. Mortgage to Bank of Upper Canada, \$221,190 6s. 0d. Atlantic and St. Lawrence Deferred Interest Certificates, (1872), for arrears to 31st December, 1862, \$77,180 11s. 10d.

* Shares in the St. Lawrence and Atlantic Line held by City of Montreal.

Preference Bonds and Stocks.—Equipment Mortgage Bonds, \$500,000. Amount received on do., No. 2, \$110,480. Postal and Military Service Bonds, \$1,200,000. First Preference Bonds, \$2,703,324 16s. 0d.; First Preference Stock, \$77,064 4s. 0d.—\$2,780,389. Second Preference Bonds, \$1,610,264 7s. 5d.; Second Preference Stock, \$45,889 12s. 10d.—\$1,656,154 0s. 3d. Third Preference Stock, \$758,500 17s. 9d. Fourth Preference Stock, \$5,571,120 18s. 3d.

Provincial Debentures—Issued on account of Grand Trunk Railway, \$3,111,500. Amount received on unissued Debentures and Debenture Certificates allotted with forfeited Shares—Company's, \$3,650; Provincial, \$3,650.—\$7,300.—Grand total \$18,998,510 7s. 1d.

In 1861 the Line was embarrassed with a floating debt of over twelve millions of dollars, and was absolutely without credit. The condition of the Line too, was such that constant and heavy renewals and repairs have been required to be made every year since. It is necessary to bear these two facts in mind in looking at the Company's present position, in order fairly to appreciate the exertions of its present management to bring it into a state of efficiency.

CHANGE OF GAUGE.—The constantly increasing disadvantage and inconvenience arising from the difference between the gauge of the Grand-Trunk Railway and that of the general railway system of the continent finally culminated in the determination on the part of the management to change the gauge and make it conform to that of connecting lines. This has been accomplished during the past year (1873) for all that portion of the Road west of Montreal. The result has been a large increase of the freight traffic of the road from the west, and arrangements are about to be made to change the gauge from Montreal to Portland. When this is accomplished there will be a uniform gauge from the Atlantic to the Pacific and goods can be sent across the continent without transhipment.

INTERNATIONAL BRIDGE. In addition to the advantages gained by the assimilation of gauge another gigantic enterprise has been brought to a successful issue during the year by the managers of the Grand Trunk Railway. This was the completion of the International Bridge connecting Canada and the United States by an "indestructible structure" across the Niagara river between Fort Erie and Buffalo in the State of New-York. The managers of the Road have been aware of the immense advantages which the completion of this bridge would confer, and have had this enterprise under contemplation for the past twelve years, or since Mr. Brydges' connection with the road. Even before this, and while that part of the Grand Trunk Road between Buffalo and Goderich was owned by a separate company, this enterprise had been discussed by the Buffalo and Lake Huron and other interested companies on the American side of the river, but however great the advantages or however ardently such an achievement was desired there seemed to be no way to surmount the many obstacles. Had it not been for the indomitable courage and perseverance of Mr. Potter the President, and Mr. Brydges the Managing Director of the Grand Trunk Railway, what is to day a happy realization would have continued to be only an object of earnest desire. The following extract of a speech by

Mr. Potter, delivered at the opening ceremonies of the International Bridge at Fort Erie on the 3rd of Nov. 1873, (see *The Mail* Nov. 6, 1873) will be found instructive and interesting.

"The Bridge itself was first contemplated something like fifteen or sixteen years ago, but my first knowledge of it was in the years 1864 and 1865. At that time there were three companies conterminous with this river, or aiming to be so—the Erie, the Atlantic and Great Western, and Buffalo and Lake Huron. They contemplated the projection and construction of the Bridge. One of them, the Buffalo and Lake Huron, was subsequently absorbed in the Grand Trunk. The Erie soon after fell into the power of a gang, as they call them here, of operators; but as we call them in England of thieves and swindlers. (Laughter.) The Atlantic and Great Western disappeared from the scene, and the poor old Grand Trunk, dilapidated and almost bankrupt, was left the only interested party in the bridge. I made my first visit to Canada in the autumn of 1869, and I quite remember standing sorrowfully with my friend Mr. Brydges on the brink of the great river looking wistfully at the fair city of Buffalo, afraid to enter lest we should only disclose our poverty. I went back again to England in the autumn of that year with a conviction that poor and unpromising as were the fortunes of the Grand Trunk of Canada, there was a life in it, and that it required only patience and courage to live out the life. (Cheers.) We were at the time barely paying our working expenses; our road was full of decayed iron; our rolling stock was on its last legs, or wheels, rather (laughter), and we had many enemies in the press and public of this country; but I succeeded in making a somewhat favourable impression upon the shareholders. We had only two courses to pursue—either to succumb to misfortune and want, or to make a strong effort to raise the concern out of the state in which it was. And it was here, gentlemen, that I found I had in Mr. Brydges the right man in the right place and that he had trained and disciplined able officers. (Prolonged cheers.) I went back to England determined to make a bold attempt to revive the fortunes of the Company, and my first idea was the construction of this bridge, so as to get our enterprise across the river. By an audacious act in April, 1870, I persuaded the proprietors to risk £20,000 on this bridge. The money we had to borrow from our bankers, but I sent to Canada an encouraging telegram, and Mr. Brydges immediately made the arrangement with Messrs Gzowski and Macpherson for the construction of the Bridge, which we had settled before I left New-York. In the spring of 1871, having embarked £20,000 of our banker's money in it, I succeeded by a still greater act of audacity, at the recollection of which I now, after three years, tremble, I succeeded in persuading our shareholders to advance upon the issue of bonds nearly £300,000 for the construction of this bridge. The fortunes of the bridge have been very various. Oscillations have taken place,—at one time apparent success, and at another moment, peril and danger,—and I may say that it is mainly owing to the courage, patience and pluck of Mr. Gzowski that this work is now finished. (Loud cheers.)"

GREAT WESTERN RAILWAY.

INCORPORATION.—On the 6th March, 1834, an Act was passed by the Canadian Legislature to incorporate the London and Gore Railroad Company. Among the incorporators were Allan Napier (afterwards Sir Allan) McNab, George J. Goodhue, Edward Allan Tolbot and seventy others, a number of whom were prominent public men in those days. Power was taken in the charter to construct a "single or double track, wooden or iron railroad," from London to Burlington Bay, and also to the "navigable waters" of the river Thames and Lake Huron, and "to employ thereon either the force of steam or the power of animals, or any mechanical or other power." The capital was fixed at \$400,000 (£100,000), in 8,000 shares of \$50 each; and in the event of the continuation to Lake Huron, the capital might be doubled. The time for the completion of the road was limited to twelve years.

Nothing was done under the powers granted by this Act. In 1845 when it was about to lapse, an Act was passed reviving the Act of 1834, with amendments. One of these amendments was to change the name to "The Great Western Railway Company." Power was taken to build the line to some point on the Niagara River; the capital was increased to \$6,000,000 in 60,000 shares of \$100 each; and the time allowed for the completion of the line was extended to 20 years.

Of the capital so authorized 55,000 shares were promptly subscribed in England, and only 5,000 shares in Canada. This led to the passage of an Act in the following year (1846), "for the purpose of affording just and proper protection to the English shareholders." This Act provided for the appointment of a Committee not to exceed eleven persons, residents of London, England, with very large powers of regulating the management of the Company's affairs. In 1849 this Act was repealed, and British and Canadian shareholders were placed on the same footing; the number of directors was increased from seven to eleven.

The main line leaves the Niagara river at an elevation of 326 feet above Lake Ontario. It gradually descends to the level of the lake at Hamilton, where grain and general freight warehouses are erected on the wharf. The line then steadily rises till the summit level is reached, 88 miles west of the Suspension Bridge, where the elevation above Lake Ontario is 762 feet. From thence it again gradually falls till it reaches the Detroit river at Windsor. The steepest grade is that ascending to the west from Hamilton, averaging 50 feet per mile for 10 miles. From Komoka westward, for 100 miles, the line is nearly level, and there are 57 miles of this length in a single straight line.

The spirit of speculation which prevailed from 1853 to 1856 was a source of embarrassment and expense to this and every other Company constructing lines in the Province. This state of things was to be attributed chiefly to the railways. So great was the demand for labor, live stock, timber and materials of all kinds by the competition which existed, that prices increased 30, 40 and 50 per cent. Contractors who had undertaken to build sections of this Railway at low estimates failed, one after another, and the works had to be relet at advanced figures. As in the case of nearly all the railways the original estimates fell far short of the actual cost. It was found in 1854

that an estimate made by the Company's engineer in 1852 for the main line was about a million and a half of dollars under the mark.

CAPITAL STOCK.—The share capital was raised under the authority of five different Acts of the Legislature. The date of these Acts with the amount of capital authorized to be raised are as follows:—

	Shares.	Amount.
8 Vic. cap. 86, of March 29, 1845.....	60,000	\$6,000,000
16 Vic. cap. 99, of April 22, 1853.....	20,000	2,000,000
18 and 19 Vic. cap. 176, of May 19, 1855.....	60,000	6,000,000
16 Vic. cap. 44, of Nov. 10, 1852, (H. & T. Act).....	18,000	1,800,000
16 Vic. cap. 101, of Ap. 22, 1853, (Sarnia Act).....	20,000	2,000,000
	178,000	\$17,800,000
G. W. Amend't Act 22 Vic. cap. 116, of 16th Aug. 1858.....		8,000,000

Total capital.....\$25,800,000
The sum of \$3,850,000 (£770,000 stg.) was advanced by the Government under the provisions of the Main Trunk Guarantee Act. It was provided that this loan was to pay 6 per cent. interest, and that 3 per cent. was to be annually set apart as a sinking fund. This large amount of public money was not hopelessly sunk as in the case of the advances of the Grand Trunk and Northern; large sums have been repaid and the whole is now in such a shape that its liquidation is rendered certain.

DETROIT AND MILWAUKEE RAILWAY.—In October, 1857, the Directors were authorized to advance the sum of \$750,000 to the Detroit and Milwaukee Railway, to help that line out of certain difficulties into which it had fallen. The Director's reporting in favor of this advance say that they had "caused a careful examination to be made into the statements furnished by that Company as to its affairs and accounts and the result of a complete and thorough investigation showed that the sum of \$750,000 would be sufficient to meet the claims of the secured creditors, and leave enough to open the line and provide rolling stock." The loan was accordingly made, secured by a mortgage in favor of Mr. C. J. Brydges, T. Reynolds and H. C. R. Becher, three of the Canadian Directors. Under the conditions of this mortgage the entire control of the affairs of the Detroit and Milwaukee was placed in the hands of directors to be nominated from time to time by the Great Western Company. Arrangements were then made for the completion of the Detroit and Milwaukee Line to Grand Rapids and through to Lake Michigan. It was opened for traffic through in September 1858. Most favorable results to the revenue of the Great Western were expected to follow from this transaction.

But the actual results were far from realizing these expectations. Further loans became necessary and in 1860 the Great Western Company, in order to protect their interests were forced to foreclose their mortgage upon the Detroit and Milwaukee line. Mr. C. J. Brydges was appointed receiver. Other creditors made claims for larger amounts and after much litigation between the different parties interested, an arrangement was finally arrived at, the main principle of which was that all claims against the Great Western Company were withdrawn, the Detroit and Milwaukee

Company agreeing to set aside a moderate annual sinking fund to liquidate the claim of the Bank, and in the meantime to issue its bonds in satisfaction of this and other claims. These bonds participated to a limited extent in the surplus earnings of the Detroit and Milwaukee Road *pari passu* with the original loan made by the Great Western and the interest accrued thereon. An additional issue of securities to the Great Western Company to the amount of \$595,000 was made by the Detroit and Milwaukee on account of arrears of interest, making the total amount of loan and accrued interest \$2,100,000.

Though the anticipations of the Directors respecting the Detroit Line were not realized, and though the interest on the loan was not paid yet considerable increase of traffic resulted. This loan proved to be a serious affair for the Great Western, and so important was its influence on the Company's position regarded that in the report of April, 1860, this passage appears: "The critical financial position of the Detroit and Milwaukee Company—its close connection with and indebtedness to this undertaking—the continued depression of the receipts of the latter—constitute apparently a state of things so unsatisfactory that it is desirable that the fullest information should be afforded, and that the opinion of perfectly impartial persons should be taken upon the position of the concern. The Directors therefore recommend that a committee of proprietors be appointed at the approaching meeting for the purpose of investigating the affairs of the Great Western Railway Company with all requisite authority, and that as soon as their report is prepared a special meeting shall be summoned for its consideration."

In 1858 the Great Western in common with other lines suffered from a serious falling off in its traffic. It was less as compared with 1857 by 13 per cent., and that of leading American lines showed a decrease ranging from 14 to 25 per cent. In the half year ending July, 1859, no dividend at all was paid. The disheartening position of affairs at that time was described in this frank and truthful language by the Directors. "In placing this statement," (for the half year), "before the shareholders, the Directors cannot but express their extreme concern and disappointment at the altered position which it exhibits of the Company's affairs. In the report placed before the meeting of the 6th April last, a sanguine hope was entertained that the worst was then over, and that a gradual improvement from the state of depression the Company was at that period laboring under, might fairly be calculated upon. Unfortunately this has not been borne out by the result, and this Company has had to sustain, during the last half year, a continuance of the most adverse circumstances in common with every other railway on the Northern portion of the American continent. The traffic of the line both through and local has undergone a diminution during the last three years, of which we have no parallel in the history of railways in this country, and though the exertions of the Executive in Canada have effected a most important reduction in the working expenses, this has not been adequate to sustain the Company's position and earn a dividend."

The earnings for the first half of four succes-

sive years fell off in the remarkable manner shewn by these figures:—

Earnings of first half of 1856.....	\$1,169,592
Earnings first half of 1857.....	1,065,720
Earnings first half of 1858.....	854,608
Earnings first half of 1859.....	725,904

showing a falling off of \$448,688 as between 1856 and 1859, while an increase was naturally to be expected. Were it not for an important diminution in the Company's expenses at the same time the effect upon its financial position must have been serious. The next dividend was also foregone.

At the same time that the Company's traffic, both in freight and passengers fell off so steadily and rapidly, a new obstacle stared the Directors in the face. The Engineer, Mr. Geo. Lowe Reid, reported that during the half year, commencing February 1861, a "renewal of the rails of the whole Main Line and of the Toronto and Galt branches will have to be systematically begun." He estimated that this renewal of rails would have to be completed within five years. As there were 250 miles to be relaid in the five years, an annual average of 50 miles of rails had to be put down. He estimated that the sleepers, which were rapidly giving out, would all have to be replaced within three years from 1st Feb. '61, requiring an average of 160,000 sleepers per annum.

The cost of these renewals of the permanent way including new joint fastenings, and the labor of relaying the rails and sleepers, &c., was stated at \$235,000 each year for the five years. The rails had only been six and a half years in use, and their average life would not exceed eight years. This very unsatisfactory result arose from the inferior quality of the iron in the case of the fish rails, and from the defective form of the rail and its joint fastening, combined with a poor quality of metal, in the case of the bridge rails.

The Engineer also reported that the wooden bridges, amounting to 13,915 lineal feet, on the Main Line and Galt Branch would all have to be rebuilt within the five years before referred to. The cost of renewing these entirely in timber is stated at \$230,000, spread over a period of five years. Owing to the fact that these wooden structures never last in this country more than ten to twelve years, the Engineer very properly recommended that iron and stone be largely used in the new bridges.

Mr. Reid estimated the total annual expenditure for the renewal of the permanent way, including bridges and fences on the Main Line and Galt Branch as follows:—

1st year commencing Feby. 1861.....	\$237,000
2nd do do Feby. 1862.....	272,000
3rd do do Feby. 1863.....	315,000
4th do do Feby. 1864.....	410,000
5th do do Feby. 1865.....	538,500
Total.....	\$1,772,500

These expenditures were estimated to be in addition to the ordinary repairs or maintenance of way, which was then at the rate of \$142,000 a year.

In common with all our leading railways the Great Western suffered severely from bad rails. The original track consisted of 38½ miles of compound rails weighing 60 and 80 lbs. per lineal yard; 156 miles of the U or bridge rail of 66 lbs. to the yard, and 84½ miles of the fish-jointed rail of 65 lbs. to the yard

By the end of July, 1860 the track was so altered as to consist of 116 miles of fish-jointed rails, 65 lbs. to the yard, and 113 miles of the U rail, 66 lbs. to the yard: showing that in the 6½ years the whole of the compound rails, and 43 miles of the U rails had been replaced by fish-jointed rails. The Toronto Branch was laid with fish-jointed rails throughout. This kind of rail proved to be very inferior in quality, especially those laid down on the Toronto Branch. On many sections of the line where there were sharp curves or heavy gradients they did not last two years, and their average was as low as six years. They were made from soft iron of poor quality and were welded badly, and in consequence laminated to an unexampled extent even under ordinary traffic. The U rails were made from harder iron, but were of a form badly adapted to our climate, and being supported on cross sleepers with merely a flat plate at the joint to which the ends of the rails were bolted or spiked, the track was wanting in vertical stiffness. In alternating frosts and rains or thaws the road was sure to become uneven, no matter how solid the road bed; and in consequence these U rails, being perforated in the lower flanges with bolt holes, would break to an alarming extent. Mr. Reid states that sometimes in one day of intense frost as many as 20 rails were broken, some of them in two places, by a passing train.

It is manifest from the general experience with English rails, that those made in the early days of railroads were much superior in quality to those manufactured since 1850; as the demand from abroad increased and the trade expanded competition became keener, prices consequently diminished, and the quality of the iron rapidly degenerated, till as an American railway authority states, many lots which were sent to the United States were not worth the expense of laying down. One lot purchased in Newcastle lasted only a trifle over four years.

The great expense of re-rolling rails here, being about \$30 per ton for re-rolling and supplying the loss in weight, as against about one-fourth of that sum in England—induced the Company to take steps for establishing a rolling mill for their own use. The rolling mill at Hamilton was therefore commenced in 1862 or 63 and completed in the early part of 1864. It cost about \$107,500. The size of the mill is 120 x 135 feet, it employs about 130 men, and working day and night has a capacity of 7000 tons (70 miles of track) per year.

In 1869 an arrangement was made with the Government of the Dominion respecting the extinguishment of the Company's indebtedness to the Government. It was agreed that the principal with accrued interest to the 1st January 1869, should be commuted for the sum of £663,815 7s. 0d., payable in annual instalments, the unliquidated balance, year by year to bear interest at the rate of 4 per cent. per annum, instead of 6 per cent. as before. This was regarded by the Directors as being equal to a reduction in the debt of £180,000. One of the conditions of the bargain was a payment in cash of £100,000 on the 1st Feby 1869, which was complied with. For the purpose of raising the necessary money to carry out this arrangement, an issue of preferred stock was made to the amount of \$5,000,000 bearing interest at 5 per cent. at the rate of 80 per cent. or its nominal value.

On the 12th June, 1867, an agreement was made with the Grand Trunk Railway providing that equal fares and rates should be charged from all competitive points; the gross receipts of each Company for local passenger and freight traffic between certain competitive points, and also between these places and competitive points of the lines to the east, to be divided in such portions as agreed upon; the Grand Trunk to be permitted to send their loaded cars, from any station on their lines of railway east of Toronto to any station on the lines of the Great Western west of Toronto, such cars being handed over to the Great Western at Toronto; these cars to be returned loaded with freight from stations on the Great Western line to any station on the Grand Trunk, east of Toronto; in like manner the G. W. R. are permitted to send their loaded cars from any station on their railways, except Toronto, to any station upon the section of the G. T. R. line west of and including the Buffalo and Goderich line, such cars to be handed over to the G. T. R. at Paris, the same cars to be returned loaded with freight for stations on the G. W. R. line, Toronto excepted. The rates charged from local stations on the G. W. R. to Toronto for places east thereof on the G. T. R. are the same as those charged by the G. W. R. from the same points to Suspension Bridge, and when this would not apply equal rates per ton per mile was to be charged. The rate to be charged to and from local competing stations west of Toronto to and from the stations of Toronto and Hamilton are the same whether carried over the G. T. R. or the G. W. R. The through rate to be charged from Montreal to points on the G. T. R. and the G. W. R. lines west of Toronto and Hamilton, and *vice versa*, shall be such as agreed upon. Teaming freight to and from competing places to be abolished. Passenger trains of both companies to be so timed as to connect at Toronto and Paris. The rates for all through traffic to be such as are agreed upon between the managers of the two lines. Any projected competing lines west of Toronto to be either undertaken and constructed jointly by the two Companies, or the option to be given by the one to the other Company to occupy and work the same jointly upon such terms and conditions as may be agreed upon. Some other clauses are contained in the agreement respecting the mode of settling disputes, &c., and it is provided that the agreement shall remain in force seven years from the 1st August 1867, unless sooner terminated, which either may do on giving six months' notice to the other Company.

In 1869 an arrangement was entered into between the Great Western, the Michigan Central, and the Detroit and Milwaukee Railways, for the period of two years, relating to their through traffic. By this arrangement the receipts from through traffic are to be divided between the three lines in the proportion of 48 per cent. to the Great Western, 48 per cent. to the Michigan Central, and 4 per cent. to the Detroit and Milwaukee. The length of the three lines is Western 239 miles, Michigan Central 229 miles, Detroit and Milwaukee 189 miles. The proportion of earnings for the purposes of the agreement was based on the results of the two previous years' through traffic in the case of the two first named lines, and on one year's traffic of the Detroit and Milwaukee Line.

At Suspension Bridge, the connection is formed with the New York Central Railroad on the American side by means of the Suspension Bridge, which was opened for trains in March, 1855. At Windsor, the connection is formed with the Michigan Central and Detroit and Milwaukee Railroads by means of ferry steamers, the width of the river being half a mile. One is an iron double-end steamboat, 240 feet in length, which takes over a whole passenger train or 14 freight cars, on its two tracks. The other is a large wooden steamer with a spacious saloon on deck, on which passengers only are transferred.

CHANGE OF GAUGE.—An Act was obtained from the Dominion Legislature in 1869 repealing so much of the Act of 1851, as required the Company to construct the railway and branches with a gauge of 5 feet 6 inches, and authorizing the alteration of the gauge to that of 4 feet 8½ inches, commonly called the narrow gauge. Since this power was confirmed the greatest energy has been displayed in making the change, and now the whole line from Windsor to Komoka, and from Hamilton to Toronto and Suspension Bridge, (183 miles) the gauge is four feet 8½ inches.

STEAMBOAT SERVICE.—Like the others of our three leading railway companies the Great Western tried the experiment of running lake steamers in connection with their line; but with anything else than gratifying results. The Directors complain bitterly of the opposition of the Huron and Ontario Railway steamers, attributing their want of success in 1855 chiefly to this cause.

The "Canada" and the "America" were built by the Company to run upon Lake Ontario between Hamilton and Oswego and were placed on that route on the 25th June, 1855. They cost \$390,669. From these steamers important advantages were expected, but they proved to be a source of loss to the extent of nearly \$60,000. In 1856 it was arranged to place them on a new route forming a daily line between Hamilton and Cape Vincent, Brockville, Prescott and Ogdensburg; but this scheme resulted in another loss of \$25,000, and on the 23rd August the boats were withdrawn for the season. They were finally sold to parties connected with the Detroit and Milwaukee Railway and payment accepted in shares of that line bearing 7 per cent. interest.

DETROIT TUNNEL.—By a charter obtained from the United States Congress and by an Act passed in May, 1870, powers were given to the Michigan Central Railway, and the Great Western Railway to construct a tunnel under the Detroit river for railway purposes. The capital stock was fixed at \$3,000,000 in shares of \$100 each. Considerable progress was made in the construction of the preliminary works under the direction of E. S. Cheshbrough, Esq., Civil Engineer, but owing to the impracticable nature of the soil under the river, the abundance of quicksand, water springs, etc., the project has, for the present, been abandoned.

BRANCH LINES.—**GALT AND GUELPH.**—In 1852 Isaac Buchanan and 17 others were incorporated as "The Galt and Guelph Railway Co." The capital was limited to \$560,000, in shares of \$100 each, and power was granted to borrow the sum of \$200,000. An arrangement was entered into with the Great Western Company by which that Company was to sup-

ply the Galt and Guelph Company with the rails required for this line, receiving from them first mortgage bonds of the Galt and Guelph Railway for the value of the rails. The Line was completed to the town of Preston, 4 miles from Galt, and opened for traffic on the 28th November 1855. Difficulty was encountered at this stage; the town of Guelph came forward with a subscription of \$80,000 to be paid in cash to the Galt and Guelph Company. The Galt and Guelph Company then undertook to issue additional first mortgage bonds to a sufficient amount to complete the road. It was included in the bargain between the two Companies that the Great Western was to work the Line at cost, and after deducting the interest at the rate of 6 per cent. on the bonds issued to the Great Western Company, to refund the balance to the Galt and Guelph. The total bonds so issued, including those for iron, were \$260,000. Mr Reid's estimate for that portion of the Galt and Guelph Line, from Preston to Guelph, 11½ miles, exclusive of the rolling stock, was \$267,200, which was something less than the actual cost. The contract was let to A. P. Macdonald & Co., in March 1855, and was completed by the end of 1857 and opened for traffic 11th September. It is a substantially constructed line. The total expenditure on this road up to March 1858, including iron, &c., was \$440,169.

This branch did not prove profitable, and within three years after it was opened the property became hopelessly embarrassed. In 1860 the Directors of the Great Western reported that this Line "not having earned or paid any interest upon the amount expended on it by this Company the mortgage taken for our advances has been foreclosed." It then became the property of the Great Western Company as mortgagees, for the sum of \$304,733.50.

TORONTO AND HAMILTON BRANCH.—In 1852 an Act was passed incorporating 26 gentlemen as "the Hamilton and Toronto Railway Company" with power to raise a capital of \$1,800,000 in shares of \$100 each, and to build a line from Hamilton to Toronto, 38 miles in length. The contract was let to Mr. George Wythes. In the next year arrangements were made for the lease of the Line to the Great Western Company, at a rent of 6 per cent on its cost, together with an equal participation in any dividends earned by the Great Western beyond that amount. The Great Western supplied the rolling stock and station buildings at a cost of about \$400,000. The Line was open for traffic on the 3rd December 1856. An arrangement for amalgamation was made with the Great Western in 1855, which went into effect in that year.

In the Great Western accounts for July 1856, this branch is debited with an expenditure of \$1,860,556, the cost of the Line and equipment.

SARNIA BRANCH.—In 1853 the London and Port Sarnia Railway Company was incorporated with a capital of \$2,000,000, and consisted mostly of the same gentlemen constituting the Galt and Guelph Railway Company. This branch is 51 miles in length. Power was taken to amalgamate with the Great Western Company. The contract was let for \$1,440,000, but the work was suspended at the instance of the Company in 1854, under an agreement with the Great Trunk Company to

that effect. In the early part of 1856 it was recommenced under the terms of the original contract. The total cost of the branch, including rolling stock, was estimated at \$1,800,000 to \$2,000,000. This branch was finally opened for traffic on the 27th December, 1858. The total cost for lands, works, bridges, permanent way, stations, warehouses, and all incidental charges to 31st January 1862, was \$1,873,666.

THE "CANADA AIR LINE RAILWAY."—Is a loop line 146 miles in length, from Glencoe to the City of Buffalo. The road leaves Glencoe, a station on the Great Western main line, 80 miles from the Western terminus, and proceeds with but little deviation from a straight line, to Fort Erie on the Niagara river, directly opposite to the City of Buffalo, an unbroken connection with the various American railroads centering in that city being made by the International bridge now in course of construction. The Act authorizing the loop line confers running powers over 44 miles of the Buffalo and Lake Huron branch of the Grand Trunk railway, from a station called Canfield to Fort Erie, if terms can be agreed upon. The engineer's estimate of the cost of constructing the road is \$25,000 per mile, which includes steel rails, bridges, station buildings and approaches, and land; a further supply of rolling stock will not exceed \$5,000 per mile in addition, and the engineer undertakes that, for this outlay, the permanent way shall be equal to that of the New York Central and Hudson River railroads. It was long foreseen that the necessity would arise either to build this loop as a relief to the main line, or to double the existing main track. The constantly increasing passenger and freight traffic carried over the narrow gauge route in connection with the continued extension of the American railroads westward, even up to the Pacific Ocean, has nearly reached the capability of a single track of rails, and is already equal to the tonnage carried over many double track railways in this country. In order to facilitate this traffic the Company have taken up the broad gauge line of rails on the main line as well as branches so as to work the whole traffic over the ordinary narrow gauge of the American roads. The engineer estimated the cost of doubling the present main line from Suspension Bridge to London at about \$25,000 per mile. Preference was therefore given to the construction of a loop line, which not only makes a shorter through route, but traverses a new district of country, the local traffic on which affords a net revenue equal to 5 per cent. per annum on its cost. The route adopted along the flat table land, level with Lake Erie, affords easy gradients as compared with the existing main line, so that the haulage of heavy through freight trains, and fast passenger trains, will be greatly facilitated. Considerable economy will thus be effected in the maintenance of way and in carrying greater loads with the same engine power; these two items alone are calculated to effect a saving in money value of \$125,000 per annum as applied to the same tonnage carried over the present main line. A very great advantage to be expected from this loop line, is the alternative route it will open to New York.

PETROLIA BRANCH.—This branch was formally opened for traffic on the 17th December 1866. It cost £10,551 14s. to July 1867, for

five miles of railway including rails, station buildings, &c., and the traffic earnings of the first six months were £8,451 10s.

WELLINGTON, GREY AND BRUCE.—This Line is substantially an extension of the Galt and Guelph railway northward, and is open to Southampton, on Lake Huron. The Western extension, from Palmerston to Listovell and Kincardine, is also completed. An agreement exists between this Company and the Great Western, by which the latter have agreed to supply the rolling stock and work the road at 70 per cent. of the gross earnings. An account is to be kept of the railway traffic exchanged between the Great Western and this Line, and 20 per cent of this traffic shall be set aside annually and appropriated to reduce the capital cost of the Line, so that in the course of years the branch will gradually become a part of the Great Western system.

LONDON AND PORT STANLEY.—This railway connects the City of London, Ontario, with Lake Erie, is 24½ miles long, with 3½ miles of siding, and cost \$1,027,928.24. It was commenced in 1854, and completed in Oct. 1856. Termini London and Port Stanley. Iron rails, wooden bridges and buildings.

A large excursion business is cultivated forming an outlet for the population of the City of London and Town of St. Thomas, to visit and ruralize on the shores of Lake Erie, where the Company have extensive pleasure grounds.

This road has been leased to the Great Western.

WELLAND.—This line extends from Port Colborne, on Lake Erie, to Port Dalhousie, on Lake Ontario, a distance of 25 miles, and forms an important link in our great leading route of transportation from the upper lakes to the seaboard.

In 1859 the road was finally completed, and the total cost of the railway and equipment, up to 1870, was \$1,622,843.

SUMMARY.

	miles
Main Line;—Niagara Falls to Windsor...	229
Air Line;—Glencoe to Fort Erie.....	146
Branches:—	
Hamilton to Toronto.....	38
Harrisburg to Brantford.....	8
Harrisburg to Galt.....	12
Komoka to Sarnia.....	52
Wyoming to Petroia.....	5
Allansburg to Suspension Bridge...	8
Leased Branches:—	
Galt and Guelph Ry.....	16
Wellington, Grey and Bruce Main Line, Guelph to Southampton...	101
South Extension Palmerston to Kincardine.....	66
Welland Ry.....	25
London and Pt. Stanley.....	24
Total.....	721

The following Extract is from the Report of the Directors of the Great Western Railway for the half-year ending 31st July 1873.

The Receipts on Capital Account during the Half-year amounted to £775,988. 7s. 0d., arising as follows:—

PERPETUAL FIVE PER CENT DEBENTURE STOCK.

Deposit of £25 on new issue of £1,200,000.....	£302,250 0 0
On account of 1st July Instalment.....	288,300 0 0
In anticipation of future Instalments.....	185,240 0 0
Shares issued on conversion of Preference Stock during the half-year at the rate of 3 shares for every £100 of Preference Stock:—	£775,790 0 0
£7,980 stock converted into 399 shares of £20. 10s. each, £8,179. 10s., less £1. 3s. difference on 24 shares transferred from Canada to London office.....	£8,179 10 0
Less Preference Stock cancelled on conversion	£7,980 0 0
" Difference in exchange on 24 shares transferred from Canada	1 3 0
	7,981 3 0
	198 7 0
	£775,988 7 0

The total receipts on Capital Account amounted, on 31st July, 1873, to £7,672,681, 18s. 3d.

The Charges to Capital Account during the half-year amounted to £458,047. 13s. 7d.; of this sum the Engineer's Report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of 4,621 tons rails and 387 tons fastenings laid in the track, amounting altogether to.

£61,844 4 2

There has been further expended on Capital Account for:—

Double Track between Windsor and Glencoe	15,963 0 4
Detroit River Bridge surveys, &c.....	688 11 10
Third Car Ferry Boat "Saginaw".....	3,434 7 1
Fourth Car Ferry Boat, to carry 16 Cars.....	16,326 2 8
Locomotives.....	68,839 4 4
Cars.....	131,708 7 7
Glencoe Loop Line.....	154,775 0 7
Fordiscount, &c., as per Capital Account No. 1	4,968 15 0
	£458,047 13 7

The total Expenditure to 31st July, 1873, amounted to £7,246,882. 13s. 8d., leaving a Balance at Credit of Capital Account of £426,299. 4s. 7d.

The Receipts and Expenditure on Revenue Account for the Half-year have been as follows:—

Gross Receipts.....	£610,839 1 7
Working Expenses, including renewals, taxes, rents, and all charges.....	417,699 6 10
	£202,739 14 0
From which is deducted:—	
Interest on Bonds, &c.....	£45,194 16 7
Discount and charges on conversion of American Currency.....	59,546 6 1
Amount set aside for renewal of Ferry Steamers.....	2,000 0 0
Alteration of Gauge Account	9,100 0 0
	98,841 2 8
	£103,898 12 1

Add Profit on Working leased lines.....	3,770 7 11
Add Surplus from last Half-year.....	3,391 18 7
	7,162 6 8
Amount available for Dividend.....	£111,060 16 7

The following Table exhibits the Receipts and Expenses for seven corresponding half-years:—

Half-year ending.	RECEIPTS.				EXPENSES.	
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	Including Renewals and all charges.	Per cent. of gross Receipts.
31 July, 1867	£ s. d. 165,366 19 11	£ s. d. 199,221 4 4	£ s. d. 115 19 9	£ s. d. 365,704 4 0	£ s. d. 182,768 9 6	49.98
31 July, 1868	155,081 17 6	200,619 4 3	948 2 5	356,649 4 0	208,461 14 3	58.45
31 July, 1869	157,930 8 11	226,200 2 1	937 5 9	385,067 16 9	232,767 13 2	60.45
31 July, 1870	153,863 9 10	254,229 16 10	806 11 11	408,899 18 7	251,823 18 0	61.58
31 July, 1871	158,684 6 2	300,059 8 2	746 16 7	458,890 10 11	268,275 16 6	58.46
31 July, 1872	193,951 7 0	356,013 14 6	769 8 6	550,734 10 0	329,436 16 9	59.82
31 July, 1873	197,993 13 2	430,901 18 8	863 9 9	619,839 1 7	417,099 6 10	67.29

The Dividend for the Half-year on the 5 per cent. Preference Stock amounts to £5,692.0s.; and from the balance the Directors recommend a dividend on the Ordinary Shares at the rate of $4\frac{1}{2}$ per cent. per annum, payable in London on the 4th November, which will absorb £100-334.10s.4d., leaving £5,024.8s.3d. to be carried forward to the next half-year.

4. The aggregate traffic Receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey and Bruce, and the London and Port Stanley Railways) exhibit a gross increase of £69,010. 10s. 4d., which consists of—

Increase in way Passenger traffic ...	£ 3,548 6 5
" Way Freight and Live Stock traffic ...	21,293 3 0
" through Freight and Live Stock traffic ...	43,675 1 4
" Mails and express freight ...	1,047 18 11
Total ...	£69,564 9 8
Decrease in Through Passenger traffic and Emigrants ...	553 19 4
Total ...	£69,010 10 4

The Way or local business amounted to 39.22 per cent. of the whole earnings of the line as compared with 39.43 per cent. in the corresponding half-year, and the Through business represented 60.78 per cent. against 60.57 per cent.

The Passenger rates were about equal to those of the corresponding half-year; but Way freight rates yielded 20 cents, and through rates 11 cents less per ton per mile than in the corresponding period.

Since the issue of the last Report, the outer line of rail between London and Hamilton has been removed. The entire system is therefore now of the uniform American 4 feet 8½ in. gauge.

At the close of the half-year there remained only thirty miles of iron rails in the permanent way of the Main Line, which at the date of this Report has been replaced by steel, so that the whole Main Line as well as the Glencoe Loop Line, is now laid with steel rails. Following the system adopted for the renewal of rolling stock, it is proposed that an annual reserve fund should be created, to meet the renewal of the permanent way. The Directors will be prepared next half-year to report upon this subject.

During the past winter some relief was expected to have been afforded to the encumbered main line by diverting a portion of the freight traffic over the unfinished Loop Line. For a few days in February last this was attempted, but was almost immediately discontinued, owing to the difficulty of safely working traffic over an unballed road, the embankments and cuttings on which were not

consolidated. The Government Inspector went over the line as far as completed to the Welland Junction, 128 miles, on May 27th, and reported favourably of its construction. An irregular local traffic was then commenced but the object for which the Loop Line was built, cannot be attained until the Buffalo International Bridge is opened and a direct connection made with Suspension Bridge. * Up to the end of the past half-year the interest upon the money raised for the Loop Line has been charged to capital as heretofore, less the value of the local traffic earned upon it, together with interest on the unexpended portion of the funds.

In order to permit the immediate use of the Loop line for the through freight business via Suspension Bridge, and at the same time to utilize that bridge for traffic interchanged with the New York Central and the Erie Railways a short branch of eight miles is under construction from the main line terminus at Suspension Bridge, to the town of Allanburgh on the Welland Railway, the estimated cost of which is under £40,000. By this Branch a through connection will be formed from the Glencoe Loop Line with the Suspension Bridge, making the distance to Detroit as short as from the International Bridge, and five miles shorter than the present main line between these points †

The easier gradients of the Loop Line and the saving in the tolls to be levied on the International Bridge will greatly conduce to the economical transport of freight. The route by the International Bridge will still be useful for local and cattle traffic coming from the Main and Loop Lines destined for the city of Buffalo.

The advantages to this Company of the Allanburgh Branch cannot be too highly appreciated.

The Receipts and Working Expenses per train mile for seven corresponding half-years, compare as follows:—

Half-year ending	Gross Earnings per Train Mile.	Ordinary Working Expenses per Train Mile.
31st July, 1867 ...	8s. 10½d.	4s. 2½d.
" 1868 ...	8s. 5d.	4s. 8½d.
" 1869 ...	8s. 0d.	4s. 8d.
" 1870 ...	7s. 8½d.	4s. 7d.
" 1871 ...	7s. 9½d.	4s. 6d.
" 1872 ...	7s. 9½d.	4s. 6d.
" 1873 ...	7s. 6½d.	4s. 11½d.

* Since accomplished.

† Since completed.

Under the authority conferred by the Shareholders at the Special Meeting on April 9th, 1873, the Directors have issued 5 per cent. Perpetual Debenture Stock to the amount of £1,209,000; and under the same authority they intend to pay off the 6 per cent. Terminable Bonds of the Company due in 1873 by the issue of a further amount of the same description of Stock.

OFFICERS.—Sir Thos. Dakin, London, Eng., *President*.

Gilson Homan, Esq., Sandford House, Kirkstall, Eng., *Vice President*.

Brackstone Baker, London Eng., *Secretary*.

Hon. Wm. McMaster, Toronto, *Chairman of the Canadian Board*.

Hon. John Carling, London, Ont., John Cleghorn, Esq., 3, Spring Gardens, N. W., Thomas Faulconer, Esq., 66, New Finchley Road, N. W., Edward H. Green, Esq., 22, Old Road, St. London, Eng., Hon. William McMaster, Toronto, Ont., Paul Margester, Esq., Clapham Common, Eng., *Directors*.

John Young, Esq., 16, Tokenhouse Yard, Sidney Smith, Esq., Bush Lane, London, Samuel Sproull, Esq., Toronto, Ont., *Auditors*.

OFFICERS IN CANADA.

Joseph Price, *General Manager*; W. K. Muir, *General Superintendent*; Samuel Barker, *Solicitor*; Joseph Metcalf, *Treasurer*; John Kennedy, *Chief Engineer*; W. A. Robinson, *Mechanical Superintendent*; John Crampton, *General Freight Agent*; Robert Beatty, *General Purchasing Agent*; W. McMillan, *Fuel Agent*;

Principal Office, Hamilton, Can.—London Office, No. 126 Gresham House, Old Broad St., E. O.

THE NORTHERN RAILWAY.

The length of this road is ninety four miles, besides sidings which extend to something like fifteen miles. There are a few miles of double track besides. The minimum radius of curvature is 1,482 feet, and the maximum grade going north is 60 feet; going south 52 feet 8 inches.

The first section of the road, from Toronto to Aurora, 30 miles, was opened to the public on the 16th May, 1853; the next section to Bradford, on the 18th June, 1853; the third section to Barrie, on the 11th October, 1853; the branch to Bell Ewart, a mile and a half, on the 3rd May, 1854; and before the end of that year, the whole line was open for traffic. The first sections were opened before the ballasting was done; and the work was afterwards performed when the road was in operation.

With a view of controlling the navigation of Lake Simcoe, the Directors purchased the steamer Morning and the wharves at Orillia and Bradford, and afterwards built the steamer J. C. Morrison.

The original contract with Storey & Co., for construction, was for £579,175 5s. 0d., and a supplementary contract for locomotive stock, general rolling stock, way station service, terminal depot service, harbour service, and steam boat service brought the amount up to £702,568 1s. 8d. currency.

The Company received from the Government, in the shape of guarantee, £475,000 sterling; and it paid the interest on the Govern-

ment bonds issued on its behalf, up to the 1st January, 1856—the original capital account being open. The total amount paid under this head, with commission, is £47,924 10s. At first the Province had a first lien on the whole of the Company's line of railway from the City of Toronto to Collingwood harbour on Lake Huron, and all the ground belonging to the said Company, enclosed or to be enclosed, and lying between the said termini, together with all the station-houses, wharves, store houses, engine houses and other buildings thereon erected." Default in the payment of interest on the Government bonds was first made in the amount that became due after the 1st January, 1856, and nothing further was ever paid. In other words, so long as there was original capital out of which to pay the unearned interest was paid, but never afterwards.

The want of steamboat connection with the Northern terminus, at Collingwood, was early felt, and in 1855, the Company, with a view of developing the business of the line, entered into contracts for a tri-weekly line of steamers between that port and Lake Michigan ports, and a weekly line to Green Bay. Five first class steamers were employed, and the charter money paid to them was £21,750 currency. In 1865, the income of the Company was £92,372 12s. 5d. currency, and the expenditure £120,698 2s. 1d., showing a loss of £28,333 9s. 8d. Next year there was paid on account of the steamboat contract only £6,250. On the 24th September, 1856, the steamer Niagara, one of the line, was lost near Port Washington, with many lives and a cargo of freight. In 1858 this line of steamers had become self-sustaining, and the Company derived a profit of over \$10,000 from the connection. They then resolved to entertain no proposition for future connections with the Upper Lakes, which would involve any subsidy or guarantee. This determination, together with the heavy work of renewal on the line, led to a suspension of the steamboat organization between Collingwood and Chicago, causing a trifling falling off the through trade in 1861, but it was scarcely appreciable, being less than \$2,000, so nearly did volunteer competition, both of sail and steam vessels fill up the void. During the season of 1862, but not till the first month of the navigation was over, four first class propellers maintained and strengthened the reputation of the route. This season vessels were scarce on Ontario, and the Company suffered seriously with its connections at that end, delays and accumulation of freight rendering it liable for damages. These difficulties were finally overcome by securing the services of two propellers for the remainder of the season, on favorable terms. In 1863 the Company found the American carrying trade too fluctuating and hazardous to justify its making any special arrangement with regard to it, and from that time this policy has been carried out, in connection with the special development of the local traffic.

The Company owned steamers on Lake Simcoe, which it chartered to other parties in the spring of 1856, but the arrangement fell through by August, and the Company ran them for the remainder of the season.

In 1855-56 the expenditure was £5,475 over earnings. The passenger trains ran at the rate of 25 miles an hour, when in motion, and 20

miles including stoppages, and the express trains ran five miles an hour faster; freight trains 15 miles when in motion and 12 miles including stoppages.

In 1857, "An Act to amend the charter of the Ontario, Simcoe and Huron Railroad Union Company," (20 Vic. c. 143), enacted that so long as the City of Toronto shall hold stock to the amount of £25,000, it may appoint one of the Aldermen a director of the Company, and the County of Simcoe may, on the same condition, also nominate a representative at the Board.

In 1858, (Vic. 22 c. 117) the name of the Company as already stated was changed to "The Northern Railway Company of Canada," authority was given to call in all the outstanding bonds, exclusive of those granted to the Government, and to issue to the holders other bonds, in lieu of them; and to issue £260,000 six per cent. sterling bonds for the purpose of funding the floating debt, to extend the works and put the road into efficient working order.

At this period, the order of priority in the capital account of the Company was: Government lien £475,000, with (August 1st 1859) £116,375 arrears of interest thereon, making a total under this head of £591,375 stg. Next came Company's bonds £243,739 14s. 6d., with unpaid interest thereon, £43,434 8s., a total of £287,174 2s. 10d. Third amount required to cover floating debt and place the road in an efficient condition, £250,000. And there had been paid on stock subscriptions £169,276 8s. 3d., making a total capital of £1,297,825 11s. 1d.

In 1859, an Act was passed, vesting in the crown all the real and personal property of the Company, for certain purposes therein set forth.

In pursuance of the large additional powers given to the Government, an order in Council was passed in May, 1859, in which the Minister of Finance declared there was no reasonable hope that any parties would be found to offer any considerable sum of money for the railway, if sold, in which case the Province would either be required entirely to sacrifice the whole of their claim or to assume the works themselves, and to advance from Provincial funds the sums required to maintain the line." He took the ground that in any case, it was not desirable to increase the debt of the Province for the purpose of aiding the road; that, for many reasons, it was not desirable, except as a last resort, to make use of the power of absolute sale. He therefore recommended that the whole property be re-vested in the Company, on certain conditions in accordance with which the capital stood as follows in the order of priority—1. First Preference Bonds, £250,000. 2. Second Preference Bonds, £223,189 14s. 6d. 3. Government lien, £475,000. 4. Balance of interest arrears due the Province, £50,000. 5. Interest arrears on Company's bonds, £43,434 8s. 4d. 6. Stock subscriptions amount paid, £169,276 8s. 3d. Total £1,297,825 11s. 1d. sterling.

The "Northern Railway Act of 1868" empowered the Company to issue third Preference Bonds (class A) to the amount of £50,000 stg., and to "expend the proceeds thereof in the construction of elevators, the increase and extension of rolling stock and other equip-

ment works for the accommodation and facilities of the traffic." The new elevator constructed at Toronto has a storage capacity of 275,000 bushels, and can elevate and ship 20,000 bushels an hour. The elevator warf, sunk in 15 feet of water, is 490 feet long and 70 wide, and can store three million feet of lumber for shipment. A new elevator at Collingwood, nearly as large as this, was included in the works constructed by these bonds. It will be completed by the 10th August. When the road was first built, a breakwater and wharf were constructed at that port, for the safety and convenience of the traffic connections. The elevator previously used by the Company at Toronto was burned down in the early part of 1870. A similar casualty happened some years before, in the burning of the Company's steamer, "J. C. Morrison," on Lake Simcoe.

This railway has been of immense benefit to Toronto and the whole northern country. It has hitherto been the only road terminating at Toronto, and the facilities it has afforded have opened up a new and large lumber trade on the Georgian Bay.

When Mr. Cumberland became Managing Director in 1859, he changed the whole policy on which the road had been worked. Large gross receipts, if they left no profit, had no charm in his eyes. He found the through traffic had been carried at a loss; at a loss so great that in the previous year, it had more than eaten up all the profits of the local traffic. He informed the proprietors of his intention, and warned them not to be alarmed if they found a considerable decrease in the gross revenue. He intended to do none but paying business; to touch nothing that did not leave a profit. How this policy succeeded the following table will show. In 1858, there had been a positive loss on the whole business; in 1859, under the new policy, the total receipts showed a decline of nearly twenty thousand dollars; but this diminished revenue brought with it a profit of nearly forty-three thousand dollars. The working expenses still bore a very large proportion to the revenue, over 82 per cent. This item has undergone a constant reduction, till it is now only a fraction over 58 per cent. Every possible encouragement is given to the development of local traffic; sidings being put in wherever there is a promise of business to warrant it. This policy, which has been eminently successful, might be impossible in a line of great length, where competition rates are fixed by the cost of carrying on the most favorable route; but for the Northern there cannot be a question, it has proved the true policy, as tested by the touchstone of success.

ST. LAWRENCE AND OTTAWA RAILWAY.

This road was projected mainly for the purpose of carrying lumber from the Chaudière Falls to Prescott and was intended to be worked in connection with American roads the northern terminus of which was Ogdensburg. The dictates of self-interest on the part of the then Directors is, no doubt, the reason for an important deviation from the original plan, by which the terminus was placed nearly three miles further down the river than originally contemplated. A consequence of this change was that very little lumber ever passed over

the Line. The name first given to this line was the Bytown and Prescott Railway; the first sod of which was turned in September, 1851. About £33,500 of stock was subscribed by the different municipalities interested, and over £20,000 by private parties. A reduction of some £10,000 had to be made from this amount on account of disputes and difficulties in making collections.

In March, 1853, the Company issued sterling bonds to the extent of £100,000, (payable in November, 1873, bearing interest at 6 per cent.) which were sent to England to be negotiated. During the month of May of the same year, a contract was executed in Liverpool, England, with the Ebbw Vale Iron Company, for 54,000 tons of iron rails, at £10. 10s. per ton, payment to be made in the bonds of the Company at par. The equipment of the line consisted of 5 engines and 101 cars of all descriptions, which cost £45,000; £25,000 of that sum being payable in the Company's stock, and the remainder in money. The first cost of the road, 54 miles in length, and equipment was over £250,000 sterling.

The Company received, under the provisions of the Grand Trunk Relief Act, £50,000 sterling.

During the years 1857 and 1858 the enterprise became very much involved, and various parties began to enforce their claims. The Ebbw Vale Iron Company seized the road, and the rolling stock was taken possession of at the instance of other parties. The whole property was placed in the hands of a Receiver, appointed by the Court of Chancery. After a period of nearly four years, (January, 1862,) the matter was amicably settled, and the Receiver, by consent, removed. On the settlement, it was agreed that the Ebbw Vale Iron Company should be paid thirty per cent. of the gross earnings on account of the interest long in arrears on their claim. This was only paid from February until September, and amounted to \$11,554.56. The decrease of traffic, made it apparent that it could not be longer sustained; and the fact being so represented to the Ebbw Vale Iron Company, they allowed the payments to stand over, and the Receiver was re-appointed. An award was finally obtained from the Court of Chancery, in reference to the various claims upon the property; and, under the sanction of an Act of Parliament, the property was put up at auction, and sold to the holders of the first mortgage of £100,000; the price paid being represented by their claim, with interest and the cost of a seven year's law suit. The effect of this sale was to wipe out the second mortgage (to municipalities for \$300,000); the third mortgage (given under provisions of Grand Trunk Relief Act, \$243,333), the whole of the Share capital and a large amount of floating indebtedness.

Immediately on obtaining possession of the property steps were taken by the purchasers to rebuild, and re-equip the Line. The whole of the Bridges and other similar structures as well as the Rolling Stock being at the time in a state of great dilapidation and decay.

This work cost upwards of \$350,000 in addition to which an outlay of \$180,000 was incurred in the construction of a Branch of 6 miles in length from the Main Line to the Chaudière.

The original error in taking the line into Ottawa at the lower end of the City was by this expenditure remedied; and Lumber is now being carried over the line to some considerable extent in unbroken bulk and without trans-shipment—to Boston and the New England States, both by the Grand Trunk Railway since the reduction of that company's gauge to 4 feet 8½ inches took place, and by crossing cars over the River St. Lawrence from Prescott to Ogdensburg on a Steam Ferry Boat, having Rails on her deck, the channel being kept open all the year round.

In 1873 the Rolling Stock consisted of

9 Locomotives	
9 First and 6 Second	Class Passenger Cars.
6 Mail and Express Do	
70 Box Freight Cars	
40 Platform Do	
The mileage of Cars in 1872 was..	929,931
" Number of passengers carried..	70,265
" " Tons of Freight.....	38,592
" Gross Revenue was from passengers.....	\$85,796.04
" Mails and Sundries.....	14,142.05
" Merchandise.....	61,882.86
Total	\$161,770.95

" Working Expenses in 1872 amounted to..... \$115,817.67

The line runs from Prescott, on the St. Lawrence, to Ottawa, the capital of the Dominion: length of main line, 54 miles, Chaudière Branch 5 miles; sidings, 6 miles; total, 65 miles. Work on the main line was commenced in 1852, and completed in Dec., 1854; gauge, 4 feet 8½ inches; the bridges are of timber; that over the Rideau River has four spans of 100 feet each, and is supported on stone piers.—That on the Chaudière Branch over the Rideau River has stone piers and abutments and is 400 feet in length. There is also on the Branch a swing Bridge across the Rideau Canal.

DIRECTORS.—(Elected May 9, 1873)—William Quiller, London, England, President; Thomas Reynolds, Ottawa, Ontario Vice-President; Joseph Robinson; Thos. Robinson; Alexander Robert Eyre, William Carter and Francis Tothill, all of London England.

OFFICERS.—Thomas Reynolds, Vice-President and Managing Director, Ottawa; A. G. Peden, Secretary-Treasurer and Gen. Passenger, Agent Ottawa; I. M. Taylor, Gen. Freight Agent, Prescott, Ontario; C. Dame, Locomotive Superintendent, Prescott; General Offices, Wellington st. Ottawa, Ont.

BROOKVILLE AND OTTAWA RAILWAY.

By this Company's Charter power was conferred to build a railway from the town of Brockville, on the river St. Lawrence, to the village of Pembroke, on the Ottawa River, with a branch from Smith's Falls—where the road intersects the Rideau Canal—to the town of Perth. The distance from Brockville to Pembroke is 180 miles, and from Smith's Falls to Perth, 12 miles. The line has only been opened to Sand Point, on the Ottawa River. The branch has also been completed, giving a whole length of railway of 90 miles.

Money was borrowed from the Municipal Loan Fund to aid the construction of the road as follows: Counties of Lanark and Renfrew,

\$800,000: town of Brockville, \$414,491.96; township of Elizabethtown, 150,709.50—total, \$1,365,201.46. The extent of these grants was a pretty good indication of the extravagant ideas that prevailed during the first Canadian railway era. The original expectation seems to have been that the profits these municipalities would derive out of the earnings of the railway would suffice to extinguish their indebtedness to the Government. This palpable delusion was soon dispelled. The road, as far as constructed, became deeply involved, and there were no funds remaining to complete the line to the Ottawa River, from which a large share of the traffic was expected. The position of affairs in 1862 and 1863 is thus depicted in the Directors' Report: "As this railway then stood—twenty-five miles short of its river terminus, half-stocked, destitute of machine shops, and therefore working at the maximum of expense—the question when it would become a dead loss to every *bona fide* interest concerned rested solely upon the time when rails, engines, &c., should wear out, and heavy renewals become imperative." And further on they say, "such renewals could not have been adequately met from the limited income which it had power to earn, and to suppose that any interest to municipalities or bondholders could ever have been paid is simply preposterous." The traffic receipts were absorbed in payments of interest, so that the whole undertaking was on the high road to utter insolvency and complete ruin. In 1863 an Act was passed for the relief of the Company, which, though it was productive of good, did not prove sufficient to meet the exigencies of the case. By that Act the Company were authorized to issue preference bonds to the amount of \$244,798.94, bearing 7 per cent. interest, for the purpose of extending the line to Sand Point, on the Ottawa, and that such should be a prior lien on the earnings of the road to the claims of the municipalities, and that the railway should repay the municipalities within fifteen years the sums paid by them to the Government under what was called "The Five per cent. Act" of 31st December, 1866, and to fund into 2nd class bonds the entire floating debt, principal and interest. The amount of this floating debt seems then to have been \$711,019.97, besides \$100,000 of unpaid interest due to the municipalities. That this measure was inadequate to relieve the road from its embarrassments is apparent from the fact that two years later—in 1865—the Company owed on preference bonds \$244,798.94; 2nd class bonds, \$1,098,285.77; unpaid interest, \$150,000—total, \$1,493,079.71. And the Company's whole liabilities, as charged to the debit of capital account, were \$3,157,234.46, with credits of only \$2,682,042.44, showing a deficit of \$525,192. The earnings proved entirely disproportionate to meet the prior municipal and preference claims and the interest on the 2nd class bonds, so that it became apparent that further relief would have to be afforded, and the only shape that relief could take, in order to be effective, would be a liberal extinguishment of the debts, and the conversion of the remainder into stock.

A mortgage was made to a trustee to secure the re-payment of the preferential extension bonds of \$244,798.94, above referred to. Owing to default on the part of the Company in the

payment of the interest on these bonds, the trustee took possession of the railway for the purpose of foreclosing and selling the road. Under these circumstances, an arrangement was entered into between the preference bondholders, the ordinary bondholders, and a majority of the shareholders, as follows:—

(1) The present stock and all the bonds of the Company, except the preferential extension bonds, to be converted into new stock by the holders thereof at the following reduced rates:—(a) Bonds other than preferential extension bonds at 25c. in the dollar, with the exception of those now held by persons who are also at this date preferential bondholders, these latter to have the privilege of converting the ordinary bonds held by them at this date into new stock at 50c. in the dollar, but this privilege not to extend to bonds purchased by them subsequently to the passing of the Act of 1863. (b) The old paid-up stock to be converted into new stock at 10c. in the dollar. (c) The capital of the Company to be reduced to the amount of new stock required for such conversion, and in return for the privilege conceded to the preferential bondholders.

(2) The management of the road to be restored by the preferential bondholders and their trustee to the Company, and the alleged rights of the preferential bondholders to foreclose and sell the road, to be waived and for ever extinguished without prejudice to their holding the first charge on the road, and on its revenues next after the municipalities, with all other legal remedies for the recovery of their interest and principal.

An Act was passed by the Legislature of Ontario, in 1867 and 1868, giving effect to this agreement. That Act specially provides that nothing in its terms shall in anywise affect the claims of the counties of Lanark and Renfrew, of the township of Elizabethtown, or the town of Brockville, upon the railway property.

The amount of paid up stock was 11,902.12, and a further sum of \$165,552.12, was turned over to the contractors making the total paid-up capital stock \$177,454.29. The amount expended on construction account to 31st December, 1870, was \$2,647,000. The gauge is 5 ft. 6 in.; weight of rail, (iron), 56 lbs. to the yard.

INTERCOLONIAL RAILWAY.

The project of a railway, connecting Quebec with the seaports of Halifax and St. John, has been long cherished as a necessary connecting link between the British Provinces of North America. Though agitated at various times, the idea only took practicable shape when the present confederation was determined upon and arranged at Quebec, and by the 145th section of "The British North America Act, 1867," commonly called the Union Act, the construction of the railway was made obligatory upon the Government and Parliament of Canada.

A good deal of time and money have been spent in surveying different routes and examining the country through which the road is to pass. Three principal routes were surveyed, known as the "Frontier," the "Central," and the "Bay Chaleurs" routes. A table extracted from Mr. Sandford Fleming's report, shows the distances by the different sur-

veys (fifteen in number), between River du Loup and St. John and Halifax.

Table of Comparative distances from River du Loup to St. John and Halifax.

TO ST. JOHN.				
ROUTES.	No. of line.	Railway Built.	Not Built.	Total.
Frontier Routes.....	1	27	292	319
	2	45	305	350
	3	00	301	301
	4	00	326	326
Central Routes.....	5	00	328	328
	6	37	343	380
	7	77	319	396
	8	37	307	344
	9	77	313	390
	10	96	326	422
	11	37	323	360
	12	77	329	406
Bay Chaleurs Routes.....	13	37	387	424
	14	96	377	473
	15	96	390	486

TO HALIFAX.				
ROUTES.	No. of line.	Railway Built.	Not Built.	Total.
Frontier Routes.....	1	184	401	585
	2	202	414	567
	3	157	410	561
	4	157	435	592
Central Routes.....	5	157	437	594
	6	150	432	572
	7	80	458	538
	8	120	416	536
	9	80	422	502
	10	61	435	496
	11	120	432	552
	12	80	438	518
Bay Chaleurs Routes.....	13	120	496	616
	14	61	486	547
	15	61	499	560

The route adopted is that known as the North Shore or Major Robinson's route, and is No. 15 of the above table. In compliance with addresses presented to the Imperial Government about 1845 by Nova Scotia and New Brunswick, the Imperial Secretary of State offered to have the Line surveyed by an officer of the Royal Engineers provided Nova Scotia and New Brunswick would share the expense. This offer was accepted and Major Robinson's report was the result. The proposed railway will therefore run from Halifax to Truro at the head of the Bay of Fundy, passing over the Cobequid Hills, and on and near to Amherst and Bay Verte, crossing from there over to the River Richibucto and Miramichi, then by the valley of the north-west Miramichi and Nipisquit River to Bathurst; then along the shore of the Bay Chaleurs to the Ristigouche River; then by the valley of Matapedia over the River Metis; then along the banks of the St. Lawrence, at a distance of eight or twelve miles from the south shore to Rivere du Loup. The distances to Halifax by this line are estimated as follows: From River du Loup, by Metis, Matapedia, Dalhousie, and Bathurst to Moncton 390 miles; From Moncton to Truro 126; From Truro by Railway to Halifax 61. Total 577. Very different views seem to prevail as to the desirability of the different routes. It is admitted, however, that the objects arrived at by the construction of the Line were political as well as commercial; and in view of the decided stand taken by the Imperial Government, whose guarantee was asked and offered to facilitate the raising of the necessary funds, it is difficult to understand how any other route could have been chosen.

The Duke of Buckingham's despatch, dated 22nd July, 1868, is as follows: "I have received your Lordship's telegraphic message that the route by the Bay of Chaleurs has been selected by the Canadian Government, as the one to connect Truro with Riviere du Loup, and thus complete the Intercolonial Railway. I understand three routes to have been under the consideration of the Government of Canada, namely: one crossing the St. John River, either at Woodstock or Fredericton; the second in a more central direction though New Brunswick, and the third following the line selected by Major Robinson in 1848. The route crossing the St. John River, either at Woodstock or Fredericton, is one to which the assent of Her Majesty's Government could not have been given; the objections on military grounds to any line on the south side of the St. John River are insuperable. One of the main advantages, sought in granting an Imperial guarantee for constructing the railway, would have been defeated if that line had been selected. The remaining lines were the central line, and that following the general course of the route surveyed by Major Robinson; and Her Majesty's Government have learned with much satisfaction, that the latter has been selected by the Canadian Government. The communication which this line affords with the Gulf of St. Lawrence at various points, and its remoteness from the American frontier, are conclusive considerations in its favor, and there can be no doubt that it is the only one which provides for the national objects involved in the undertaking."

On 12th April, 1867, an Act was passed by the Imperial Parliament authorizing the Commissioners of Her Majesty's Treasury to guarantee a loan not exceeding Three Million Pounds Sterling, at a rate not exceeding four per centum per annum, to assist in the construction of the Railway, and providing that the guarantee should not be given unless and until the Parliament of Canada should, within two years of Confederation, pass an Act providing to the satisfaction of one of Her Majesty's principal Secretaries of State, as follows, viz.:—

I. For the construction of the Railway.

II. For the use of the Railway at all times for Her Majesty's military and other service.

III. Nor unless and until the line on which the Railway is to be constructed, has been approved by one of Her Majesty's principal Secretaries of State.

On 21st December, 1867, an Act was passed by the Parliament of Canada for the construction of the Intercolonial Railway. The Minister of Finance then placed a loan of Two Million Pounds Sterling upon the London market, seventy-five per cent thereof having the Imperial guarantee, and twenty-five per cent being without it; and the whole was taken up at once on favorable terms.

On 11th December, 1868, in terms of the Intercolonial Act, four Commissioners were appointed to construct the Railway. The Board consist of Aquila Walsh, Esq., M. P., North Norfolk, Chairman; the Hon. Edward Barron Chandler, member of the Legislative Council, of New Brunswick; Charles John Brydges, Esq., Managing Director of the Grand Trunk Railway, and the Hon. Archibald Woodbury Whelan, Senator.

The whole length of Railway from Riviere du Loup to Truro, (including eight miles of the European and North American Railway and the Eastern Extension Railway thirty-seven and a quarter miles) is four hundred and ninety-nine and a half (499½) miles.

The Railway (which is being constructed under the superintendence of Sandford Fleming, Chief Engineer) has been let in sections, and all the work is now under contract. These contracts include clearing, grading, fencing, and bridging, except in the cases of the bridges over the rivers at Trois Pistoles, Metis, Restigouche, Nepissiqui, the two branches of the Miramichi, and Folly River. The bridges are all to be of wood, except at the places named, and the contracts do not include the iron superstructures at these places. The entire line is to be laid with steel rails.

The aggregate amount of the contracts for the whole line, including purchase money of the Eastern Extension Railway, is \$10,513,791.

NOVA SCOTIA RAILWAY.—In the Province of Nova Scotia the construction of railways was first authorized by an Act of the Legislature, passed 31st March, 1854. During the same year another Act of that body authorized the issue of Provincial six per cent debentures, having twenty years to run, in order to raise the necessary capital to proceed with the work of construction determined upon. These bonds were mostly sold in London, through Messrs. Baring Bros. & Co.; the Hon. Joseph Howe having been sent thither as a delegate with that object in view; a small amount found purchasers in the Province. It was provided that the proposed railways should be constructed under the supervision of one or more Commissioners, who were empowered to draw on the Receiver-General for the monies disbursed to the contractors. They were restricted to the expenditure of \$800,000 in any one year, beyond which amount they could not incur any liabilities.

The first sod of the Nova Scotia Railway—the first constructed in that Province—was turned at Richmond, on the 13th June, 1854. Sixty-one miles of railway to Truro were completed by the 15th of December, 1858, and the Windsor branch of the same road by June 3rd, 1858. An extension from Truro to Pictou on the Gulf of St. Lawrence, fifty-two miles in length, was afterwards built and opened for traffic on the 31st of May, 1867, making in all 145 miles of railway. The Windsor Branch, 32 miles, extends westward from Halifax to Windsor on the Bay of Minas, connecting with the Bay of Fundy. The total cost of the Railway, with equipment to 30th June, 1868, was \$6,699,647.69; and the total amount expended on construction account alone up to the 30th June, 1869, was \$6,781,254.50.

The Pictou extension was surveyed by Mr. Sandford Fleming, C. E., and estimated to cost, including rolling stock, \$2,314,500. Some of the original contractors abandoned their contracts and work proceeding very slowly, the Government took the work out of their hands, and re-let the whole to Mr. Fleming for the sum of \$2,116,500. The road was satisfactorily completed within the time specified, under the superintendence of another engineer. This extension cost to the 30th of June, 1868, the sum of \$2,321,567.88.

The maximum grade on the whole line is 70½ feet per mile; minimum radius of curvature 792 feet.

CONSOLIDATION.—On the 9th November, 1872, the "Nova Scotia Railway" 145 miles; the "Intercolonial Railway" 118 miles; and the eastern portion of the "European and North American Railway" 108 miles, were consolidated, under the name of the "Intercolonial Railway."

The organization was commenced by the appointment of the following persons to fill the principal offices, with their residences and head-quarters at Moncton:—

Lewis Carvell	General Sup't.
George Taylor	General Freight Agt.
Alex. Macnab	Engineer
Henry A. Whitney	Mechanical Sup't.
Thos. Foot	Accountant
Jos. J. Wallace	Auditor
William Sadler	Storekeeper
H. W. McCann	Paymaster
George Ryan	Cashier.

The line was divided into three divisions: First.—The "Eastern Division" comprising all that portion of the line hitherto called the "Nova Scotia Railway" (145 miles).

Second.—The "Central Division" comprising all that part of the line between Truro and Panisco (118 miles) known as the "Intercolonial Railway."

Third.—The "Western Division" comprising all that portion of the Railway which lies between St. John and Point Du Chêne (108 miles).

Mr. Arthur Busby was appointed Superintendent of the "Eastern Division" with his office and head-quarters at Truro.

Subsequently Mr. Richard Luttrell was appointed Superintendent of the "Western Division" with his office and head-quarters at Moncton.

EUROPEAN AND NORTH AMERICAN RAILWAY.

A line of Railway to connect St. John, on the Bay of Fundy, with Shediac, on the Gulf of St. Lawrence, was first projected in 1848. In that year the sum of \$4,000 was granted by the New Brunswick Legislature towards paying the expenses of a preliminary survey, which was made in the following season.

In 1850 a Convention, composed of delegates from the State of Maine and the Provinces of Nova Scotia and New Brunswick met at Portland, Maine, for the purpose of discussing the proposal to construct a railway to connect Halifax with Bangor, Me. At this Convention, the scheme of the European and North American Railway was approved and decided upon. Exploratory surveys were made in the same year by authority of the State Legislature.

In 1851 the Act known as the Facility Bill was passed. This Act provided that a subsidy of \$1,200,000 should be granted in aid of the enterprise, in the shape of debentures bearing six per cent interest, and redeemable in thirty years. As soon as \$500,000 of capital was paid in by the subscribers to the stock, the Local Government were to issue their six per cent debentures to a like amount, the issue in one year not to exceed \$500,000. The Board of Management was to consist of nine directors, two of whom were to be elected by ballot, (both Houses of the Provincial Legislature voting), to represent the Province.

A contract was entered into with Messrs. Peto, Betts, Jackson and Brassey, on the 29th September, 1852, by the Government of New Brunswick for the construction of the Road. By the terms of this contract, the contractors were to build the Railway from the boundary of Nova Scotia, to that of the State of Maine for \$82,500 per mile. The Province was to take stock to the amount of \$6,000 per mile, and to loan its bonds to the Company for \$9,400 per mile. These were preference bonds and were redeemable in twenty years. At a special session of the Legislature called the following month, this contract was duly ratified.

In the following year (1853), surveys of the whole route were made in Nova Scotia and in New Brunswick; and on the 14th September, the first sod was turned by Lady Head at St. John, N. B. Construction was immediately commenced between St. John and Shediac, and prosecuted during that and part of the following season, when, in consequence of financial embarrassments growing out of the crisis that overtook these provinces in common with other countries after the close of the Crimean war, a stop was put to further operations.

The company of contractors was dissolved in 1856. The Government then purchased the road from them for the sum of \$450,000, and continued the work under their own supervision. In the spring of 1857 the undertaking was placed in the control of three commissioners who held office only for a few months, when they were succeeded by three other gentlemen. From May 1858 till June 1865, this board consisted of R. Jardine, R. C. Scovill, and George Thomas.

Prior to the transfer from the first contractors to the Government, as before mentioned, the line had been located and surveyed from St. John to Shediac. Between Moncton and Shediac a considerable portion was built, and some work was done on other parts of the line. On the 1st August, 1856, a contract was let for finishing the line between Moncton and Shediac; this section was completed on the next year, 1857. A short piece of three miles, out of St. John, had been opened on the 17th March, 1857. As soon as a revision of the location could be completed, other sections were put under contract, completed and opened for traffic at the dates following:—St. John to Rothesay, 9 miles, on 1st June, 1858; Rothesay to Hampton, 13 miles, on 8th June, 1859; Hampton to Sussex, 22 miles, on 10th November, 1859; and Sussex to Moncton, 45 miles, on the first August, 1860, thus completing the whole line from St. John to Shediac, a distance of 108 miles.

There was nothing done in furtherance of the project until 1864, when it was again revived, and surveys were made under instructions from the New Brunswick Government from St. John to the American boundary, and from Moncton to the Nova Scotia boundary; the former by Mr. Burpee, and the latter by Mr. Boyd. Meantime the Government of Nova Scotia had constructed the road from Halifax to Truro, and opened it for traffic. Two companies, one in Maine and the other in New Brunswick, were incorporated to construct the remaining portions of the line on both sides of the boundary respectively; subsidies were also granted by the legislatures of Nova Scotia

and New Brunswick and by that of the State of Maine. In 1871, the line to Sackville was formally opened from Moncton, a distance of 32 miles, and 1287 from St. John.

The line from St. John to Point du Chêne, in Shediac harbour, is 108 miles in length; max. gradient, 45 feet to the mile; minimum radius of curve, 1584 feet; the highest summit is 165 feet above high water in St. John harbor; total length of straight line, 79½ miles; of curved line, 28¼ miles; it is a single track road of 5 feet 6 inches gauge; length of sidings, 12.9-10 miles. About 20 miles of rails were laid of the U pattern; the rest was the T rail, of 63 pounds to the yard, fastened at the joints with cast iron chairs, weighing 28 pounds each; the sleepers are 9 feet long, 6 inches thick, and of cedar, hackmatack and pine; width of road bed, 20 feet on embankments, and 30 to 32 feet in sidehill cuttings. There are 25 bridges having stone abutments and wooden superstructures, the remaining 8 are on piles.

WESTERN EXTENSION.—This line is under the management of a Company having separate and distinct corporate powers, obtained from the Legislature of New Brunswick. The portion of the same road on the American side is under the management of another Company chartered by the Legislature of Maine. The *Western Extension* touches the boundary at Vanceboro, whence the line is continued to Bangor, Me., forming a through line of travel and traffic between the railways of the United States and those of the Dominion in the Maritime Provinces.

Construction was commenced in August, 1867, and the line was opened in 1873.

Length of line, 88 miles, sidings 2 miles—total, 90 miles. Weight of rail 56 lbs. to the yard; gauge, 5 ft. 6 in. All the longer bridges have iron superstructures.

The capital stock was subscribed as follows:

By the Government of New Brunswick.....	\$300,000
By individuals in the United States.....	250,000
By individuals in New Brunswick.....	193,000
By the City of St. John.....	60,000
Total.....	\$803,000

Under an Act of the Legislature of New Brunswick, passed in 1864, the Company is entitled to a subsidy of \$10,000 per mile, and as the length of the road is 88 miles this subsidy amounts to \$880,000.

The Canadian and American portions of the road from St. John to Bangor were consolidated in 1873, under the name of EUROPEAN AND NORTH AMERICAN RAILWAY and the general offices are at Bangor.

The entire length of the line is 206 miles not including the branch to Fredericton.

Officers.—G. K. Jewett, President.

E. R. Burpee, Vice-President.

Noah Woods, Treasurer.

M. H. Angell, Superintendent.

H. D. McLeod, Asst. Supt.

NEW BRUNSWICK AND CANADA RAILWAY.

A number of inhabitants of the town of St. Andrews in the County of Charlotte, Province of New Brunswick, convened on the 5th day of October, 1835, and formed an association under the appellation of the "Saint Andrews and Quebec Railroad Association" for the purpose of promoting the interests of a railway from the town of St. Andrews on the sea

coast to the City of Quebec in Lower Canada, a distance of 195 miles. The former town was intended to be a winter port for the trade of the St. Lawrence.

The estimated cost of the road at that time, by making use of the flat rail which was then in use in the United States, was £5,000 per mile.

A deputation of two gentlemen was sent by the Association to the British Government in January, 1836, seeking aid, and they succeeded in obtaining a grant of £10,000 from His Majesty King William the Fourth, to be expended in a thorough exploration and survey (through a wilderness), which was commenced in June, 1836. On the 27th August the sum of £2,000 was received from England and deposited in the Charlotte County bank, this being the first instalment of the £10,000 grant. About the same time the Secretary of the Association received a letter from the Government prohibiting further explorations, owing to a representation from the United States, until the question of the north eastern boundary between Maine and New Brunswick should be settled.

Further proceedings on the part of the Association were now held in abeyance and remained so until 1845, that memorable period of the great railway and commercial panic throughout England when the speculative "King Hudson" was approaching the zenith of his popularity. It was during this period that the "Great Northern American Railway" was projected to connect Halifax and Quebec for the purpose of carrying troops and mails, but this scheme did not meet with success. The British Government expended the sum of £12,000 in explorations on this route between those cities.

The eastern boundary of Maine was settled by the Ashburton treaty in 1842, and the Association again revived. In the month of December 1845, a subscription list was opened. The capital stock of the Company was divided into 80,000 shares of £25 each. Over £41,000 was subscribed in the County of Charlotte. The Directors decided not to commence operations until £100,000 stock was taken.

The estimated cost of building the line from St. Andrews to Woodstock was £160,000. An estimate was also made that the probable earning and expenditure would give a net profit of 20 per cent on the capital.

At a meeting of Directors held the 21st August 1847, it was decided to commence operations as soon as possible and to engage a competent engineer at once.

On the 25th October another meeting was held and tenders for masonry and bridging the first 4 miles were invited. The ground was first broken in rear of the town of St. Andrews in November of the same year, and the work commenced by day laborers.

During the month of March a Committee of the Legislature recommended an issue of Provincial Scrip to the extent of £150,000 being paid in. The Province also to guarantee six per cent. for 25 years on £100,000. A grant of 40,000 acres of land in alternate blocks, was also recommended. On the 24th of April the Legislature and Council passed the Facility Bill granting the above guarantee and 20,000 acres in alternate blocks.

The company having become involved in serious financial difficulties, little progress was made during the next eight years.

On the 1st October 1857, the road was opened to a distance of 34 miles, and in December 1858, to Canterbury, a distance of 65 miles. Mr. Thompson was succeeded as manager by Mr. Henry Osburn, who concluded a contract for the completion of the line to the Richmond terminus on the main road between Woodstock and Houlton, which was opened for traffic in July, 1862. The contractors were paid in first mortgage bonds, bearing 6 per cent interest, at 20 per cent. discount. On account of the great difficulty experienced in floating these bonds the Company were obliged to suspend operations, but by temporary bridging in lieu of embankment they succeeded in getting the rails laid to the terminus.

In consequence of the inability of the Company in England to meet the amount of interest on the mortgage bonds, the Manager, Mr. Osburn, was also appointed Receiver in 1863, (and still holds this position,) on the part of the bondholders, and the line has since been worked for their benefit; but as the Company then owned so small a quantity of rolling stock and the line being left unfinished under the last contract, it became necessary to expend from year to year, in addition to the cost of maintenance, large sums out of the earnings in completing the earthworks, masonry and ballasting, for increasing the rolling stock and machinery, and for repairs to locomotives, &c., the balance of excess being held by the bond holders.

Since the opening of the main line, two branch lines have been opened—one from Saint Stephen, 19 miles in length, opened January, 1866, the other from Woodstock, 11 miles, opened in September, 1868. These branches were built by provincial companies facilitated by the Local Government Subsidy Act, passed 11th April, 1864, which granted a bonus of \$10,000 per mile, in aid of the construction of proposed railways therein mentioned.

Permanent Way.—Length of Line, 88 miles; Length of Branches, 38 miles; Length of sidings, 12 miles. Total length, 138 miles. Weight of Rail per yard, 56 lbs.; Gauge 5 feet 6 inches; Termini of Main Line, St. Andrews and Richmond; Termini of Branches, St. Stephen, Woodstock, N. B., and Houlton. The amount expended on construction up to 1869, \$2,500,630.

OFFICERS.—Henry Osburn, C. E., General Manager; J. P. Crangle, Superintendent; N. T. Greathead, Cashier; A. E. Julian, Ticket Agent.

CHIEF OFFICE.—St. Andrews, N. B.

WINDSOR AND ANNAPOLIS RAILWAY.

During the year 1864 the Nova Scotia Government propounded a new policy for the extension of this line from Windsor to Annapolis. The latter is a small town on the Bay of Fundy, which was once the capital of British North America, and was settled in 1605 by the French. The features of this policy may be stated thus.

1st. The right of way valued at £60,000 or £70,000 was granted by the Counties through which it passes to the Company, with the privilege of possession as required, regardless of indemnity. A special tax to be levied on the Counties for the payment of the same.

2nd. The free use of timber and stone on the Government lands.

3rd. The free use of the Government Railway and wharf at Halifax for the transport of all material, supplies, &c., the Company being only at the expense of handling.

4th. Rebate of all duties, imposts, &c., on material used in construction and for working.

5th. The sum of £32,000 in cash to make the construction of the bridge over the Avon. A bonus of £188,600 in 6 per cent bonds, payable as the work progresses. Those items and subventions amount to over £3,500 per mile as an actual gift and totally irrespective of the receipts or ownership of the railway which are for the sole benefit of the Company.

On the above basis a Company was formed and on the 25th October, 1865, a contract between the Chief Commissioner of Railways and Edward Harris and J. T. V. Smith, on behalf of Messrs. Knight & Co., of London, England, the work to be commenced by the first of May following, and the road to be completed and ready for traffic on the first May, 1868. This agreement was confirmed by George Knight & Co., but they failed to commence the work and the agreement was cancelled.

On the 22nd of November, 1866, Messrs. Tupper, Henry & Ritchie, then in England, having been authorized by an order in Council, and acting on behalf of the Chief Commissioner of Railways, entered into an agreement with Messrs. Punchard, Barry & Clarke, by which the latter were to construct the works which were to become their property, the work to be commenced not later than the 1st January, 1867, and to be fully completed on or before the first of Dec., 1869.

By agreement with the Government of Canada the Line from Windsor to Halifax 45 miles was leased on 1st Jan. 1872.

This line passes through the Annapolis valley, which is one of the oldest settled and richest parts of the Province, connecting with the Intercolonial Railway at Windsor Junction 13 miles from Halifax, and at Annapolis with a line of steamers to St. John, New Brunswick, a distance of about 60 miles, making a total distance between Halifax and St. John of 190 miles.

The road was partially opened on the 18th August, 1868, and completed on the 18th of December of the same year. During the first six months the line was by agreement worked for the benefit of the contractors. The length of the main line is 84 miles, with 8 miles of sidings and of leased line 45 miles. The gauge is 5 feet 6 inches. The rails are fish-jointed, and between Windsor and Kentville they weigh 67 lbs per yard, and the remainder of the distance they are lighter, weighing only 50 lbs. per yard. On the Windsor Branch, 82 miles, the rails are double headed weighing 68 lbs to the yard supported at intervals of 2½ ft. on cast iron chairs spiked into ties 10 feet long, 10 inches wide, and 5 inches thick, the rails are secured to the chairs by wooden side keys. The rolling stock is substantially constructed and consists of eleven locomotives, fourteen passenger and 140 other cars. The most important feature of the line is the iron bridge over the Avon at Windsor, where the tide rises over 40 feet. The bridge rests on stone piers. There are nine spans of lattice iron girders. The total

length is 1,180 feet. The total amount expended on construction account amounted to £542,332 sterling on the 30th June, 1870.

GENERAL MANAGER.—P. Innes, Kentville, Nova Scotia.

CHIEF OFFICE.—Kentville, N. S.

MIDLAND RAILWAY OF CANADA.

(FORMERLY PORT HOPE, LINDSAY AND BEAVERTON.)

This Company was originally chartered on the 26th December, 1846. On the 14th December, 1853, power was given to build a branch through the townships of Cavan, Emily, Manvers, Ops and Mariposa, and thence to some convenient point on the line of the Ontario, Simcoe and Huron Railway.—The Company were aided with large municipal subscriptions.

The Town of Port Hope gave,	
in all.....	\$680,000
Township of Hope.....	60,000
Township of Ops.....	80,000
Town of Peterborough.....	100,000

Total up to 1864..... \$920,000

Additional sums were subsequently granted.

The Line was formally opened to Beaverton in January, 1871.

By an Act of 24th Dec., 1869, the name of the Company was changed to "The Midland Railway of Canada." Authority was also given to build a branch line from some point in the township of Mara through the township of Rama to the river Severn. This branch was completed in 1873, connecting at Woodville with the Toronto and Nipissing, and at Orillia with the Northern Railway and its Muskoka Branch.

The line now runs from Port Hope, on Lake Ontario, to Orillia on Lake Simcoe, a distance of 87 miles, with a branch from Millbrook to Lakefield, of 22 miles, making the total length of line opened, 109 miles.

OFFICERS.—Adolph Hugel, President.

F. Whitehead, Secretary and Treasurer.

G. A. Stewart, Chief Engineer.

H. G. Taylor, Superintendent.

W. McKechnie, Gen. Freight and Ticket Agent.

General Offices at Port Hope, Ont.

COBOURG, PETERBOROUGH AND MARMORA RAILWAY.

This road from its very first inception has undergone a constant series of mishaps, disasters and changes. It was constructed under a charter obtained in the year 1852, authorizing the building of the same from Cobourg to Peterboro. The first sod was turned on the 9th February 1853 with a great parade, the citizens of Cobourg turning out *en masse*, and having a ball and torchlight procession in honor of the occasion.

Difficulties arose with the contractor, the late Samuel Zimmerman, and the cost of the road greatly exceeded the first estimates.

The Directors took possession of the road before it was completed and then went to work to finish it, but were met at all points with almost insurmountable difficulties from the very imperfect manner in which the road was constructed. A bridge of three miles in length across Rice Lake built on piles not sufficiently driven or even properly stayed, half way between the towns of Cobourg and Peterboro, was one of the difficulties in the way, but nevertheless the road was so far completed

as to be opened for traffic in the month of December 1854. The occasion was celebrated with much rejoicing by an excursion trip to Peterboro; but short was the gratification of the Directors, for the first winter's frost stopt all running of trains.

The expansion and contraction of the ice and consequent shoving was so great that it entirely destroyed the bridge, thereby stopping all running of trains for some considerable time. Indeed it was not till the following spring that the road was sufficiently put in a state of repair to recommence its business traffic. The road, only 27 miles in length, had by this time cost a sum of money falling not far short of \$1,000,000, namely £125,000 currency, borrowed from the Municipal Loan Fund, and £100,000 sterling of bonds issued, besides private stock to the amount of about £4,000. The road was then run by the Board of Directors until the year 1857, the whole line not realizing sufficient to pay working expenses, and the interest on the sterling bonds, in consequence of the constant repairs required on the bridge.

Application was again made to Parliament by the Bondholders for relief, in 1862, when an Act of amendment of the Charter was obtained. In the year 1865 it was again amended.

After the bridge had been twice built and carried away, and after the original company had struggled long against apparently insurmountable difficulties the Railway was finally sold to a Company for the lump sum of \$100,000. Out of this, unpaid liabilities for rights of way and certain privileged claims were paid off, an arrangement was made with the Bondholders for their payment in certain proportions, and all other and further claims and liabilities were wiped out. In 1869 an act was passed by the Ontario Legislature authorizing the amalgamation of the Cobourg and Peterborough Railway Company and the Marmora Iron Company.

For the first two years the operation of the mining Company met with but little success, owing to unexpected and unavoidable mishaps at their mines. The work was, however, prosecuted with commendable perseverance and there is now a good prospect that all difficulties will be overcome. A vein of ore has been struck of superior quality, said indeed, to be equal to the best Lake Superior ore; of this large quantities are now being turned out. This, with the very considerable lumber traffic derived from mills on the north shore of Rice Lake, gives the Railway as much as it can do; and it is hoped that the enterprise has entered at last upon a career of permanent prosperity. Rice Lake Bridge is being reconstructed in a very substantial manner under the management of the Company's Genl. Supt. and engineered by Walter Shanley, Esq., and will be open for traffic in 1874.

The line of railway now extends from Cobourg to Chemung Lake 37 miles, with two sidings from main line into Campbell's and Macdougall's steam saw mills, one mile each; A branch line, nine miles in length from the Narrows on the River Trent to Blairton, where are the Company's extensive and valuable Iron Ore Beds. Total, with other sidings, 50 miles.

The Company has other property consisting of twenty-three thousand acres of land in the townships of Belmont, Marmora, and Lake,

including the Iron Mines, the village of Blainston, containing Railway Depot, Engine House, and 100 tenements built by the Company for the comfortable accommodation of the Miners and Employees. Also part of the village of Marmora, with water power, saw and grist mills, and buildings, besides sheds, store houses, &c.

James R. Barber, Sup't., Cobourg, Ont.

SOUTH-EASTERN RAILWAY.

The South-Eastern Railway, was chartered in the year 1866, under the name of the "South-Eastern Counties Junction Railway Company."

The construction of this road was commenced at West Farnham, Prov. Quebec, in 1870, and completed and opened to Richford, Vermont, thirty-three miles, in Oct. 1871.

At West Farnham the road connects with the Stanstead, Shefford and Chambly Railway, distant fourteen miles from St. Johns, and thirty five miles from Montreal, connecting at St. Johns with the Grand Trunk Railway.

During the years 1872-3, the South-Eastern has been extended from Richford Vt. to Newport Vt., 32 miles, that portion of the road in the state of Vermont being build under the charter of the Missisquoi and Clyde Rivers R. R., which road had been leased to the South Eastern for 999 years.

At Newport the South-Eastern connects with the Connecticut and Passumpsic Rivers R. R., opening up a new and independant Boston and New-York line of Railway, between Montreal and those American cities.

It is claimed that the completion of the Portland and Ogdensburg R. R. between Portland and St. Johnsbury Vt. now nearly constructed will open up the shortest and easiest graded railway between Montreal and Portland, making the distance over 40 miles shorter than by any existing line. Also that the line, when opened *via* the Boston, Concord and Montreal from Wells River Vt. will be the shortest and easiest graded line between Montreal and Boston.

During the session of the Quebec Parliament of 1872-3, the name of this Railway was changed from South-Eastern Counties Junction Railway to South Eastern Railway, and the Richelieu, Drummond and Arthabaska Railway, from Sorel to Sutton Junction on the line of the South Eastern was consolidated and made a part of the South Eastern Railway.

This road was built and opened between Sorel and Drummondville some 47 miles with wooden rails in 1872, but is to be shortly laid with iron rails and extended from Drummondville to Sutton Junction, crossing the Grand Trunk Railway at Acton Vale, and the Stanstead, Shefford and Chambly at Waterloo.

The road from Waterloo to Sutton Junction is already graded, bridges built, and completed, ready for laying the iron rails, which is to be done in 1874.

That part of the road from Waterloo to Drummondville—27 miles—is surveyed and the grading is expected to be completed in 1874-75. This will make a branch line of 95 miles which, with the main line, makes a total of 160 miles—passing through and opening up one of the best agricultural, mineral and lumber sections of country in the Province of Quebec.

The South-Eastern has, during the fall of

1873 negotiated with the Stanstead, Shefford and Chambly Railway for the use of the roadway between West Farnham and St. Johns.

Also with the Connecticut and Passumpsic for the use of the roadway between Newport Vt. and Stanstead P. Q., making the present termini of the South Eastern at Stanstead and St. Johns, P. Q.

This new and important Railway was built, by municipal aid from the municipalities, through which it passes and by private subscriptions, but its successful completion has been mainly dependent on the energy and private means of the contractor, the Hon. Asa Belknap Foster, Dominion Senator for the district of Bedford, who is the present manager.

Little has been said or written about this Railway, as the Company, did not, as the majority of railway Companies, have done, first issue bonds, and mortgage their road, to raise money to build it.

Up to this time, the road has never received any Government subsidy, although it is one of the most important Railways in the Province of Quebec and has been the means of opening up and improving in value the large section of country, through which it passes, carrying with its completion those stimulating and expanding influences upon the prosperity of the section which have invariably followed the construction of railways in other regions.

KINGSTON AND PEMROKE RAILWAY.

This road is to run from the city of Kingston to the town of Pembroke on the Ottawa River in a northerly direction, passing through the rich mineral region of magnetic iron ore, lead, plumbago, and phosphates lying north of Kingston, and through the large lumber districts of the Madawaska, Bonnechere and Ottawa Rivers. The Company are aided by the following bonuses.

Government of Ontario about.....	\$400,000
City of Kingston.....	300,000
County of Frontenac.....	150,000
County of Renfrew.....	100,000
Town of Pembroke.....	50,000

About..... \$1,000,000

The whole of the road is under contract to Geo. B. Phelps and Co. of Watertown, N. Y., for \$2,960,000, or at the rate of \$20,000 p. mile to be completed in 1876. The whole line has been surveyed and to the fall of 1873 about 40 miles had been graded, and a small portion of the iron laid.

HEAD OFFICE: KINGSTON, ONTARIO.

President, O. F. Gildersleeve, Esq.

Chief Eng., P. W. Nash.

Acting Sec'y. and Treasurer, Jas. McArthur.

THE NORTH SHORE RAILWAY.

This road is to extend from the city of Quebec to the city of Montreal, a distance of one hundred and fifty-eight miles, with a branch extending from the main line, at the city of Three Rivers, up the valley of the St Maurice River to the Grand Piles, a distance of about twenty-seven miles.

The main line passes through the old and densely populated country lying along the North Shore of the St. Lawrence River, and will undoubtedly give a new impetus to the agricultural, lumbering and manufacturing

industries of that hitherto neglected and comparatively secluded region.

It is to connect at Montreal with the Northern Colonization Railway, which is to extend up the valley of the Ottawa River to the Capital of the Dominion, and thence to a connection with Georgian Bay, and the Canadian Pacific Railway.

The North Shore Railway may therefore be regarded as the Eastern or terminal link in the great Northern Trunk Chain of Railways which are soon destined to connect the head of deep ocean navigation of the Atlantic, at Quebec, with the Great Western Lakes, and the Pacific Ocean.

The Provincial Government of Quebec has granted a subsidy to this road of two million acres of pine timbered lands, which are situated upon streams flowing directly into the Ottawa and St. Lawrence Rivers.—The city of Quebec has also subscribed one million dollars to the Capital Stock.

The work of construction and equipment was placed under contract in 1872, and is to be fully completed in 1875.

The Officers of the Company are as follows: Colonel William Rhodes, President.

A. H. Verret, Secretary.

Genl. Silas Seymour, Chief Engineer.

All of Quebec.

PORT WHITBY AND PORT PERRY RAILWAY.

This line runs from Port Whitby, on Lake Ontario, to Port Perry, on Lake Scugog, connecting the inland waters of the counties of Ontario, Victoria, and Peterboro', for the purposes of trade, with Lake Ontario. The canal lock at Lindsay being re-built, Lake Scugog, Mud Lake, Pigeon Lake and Chemung Lake, form a long line of water communication, on the borders of which a valuable and extensive lumber and milling trade is carried on. Formerly this region found an outlet at Port Hope, and lake cities further east. It is expected that this railway will control a considerable portion of this trade. The principal traffic consists of sawed lumber, square timber, cordwood, tan bark, shingles, grain and flour. The annual amount of this outward traffic has been estimated as follows:—30,000,000 feet sawn lumber, at \$1 per M.; 15,000 pieces of square timber, at \$1; 5,000 cords wood, at \$1; 2,000 cords tan bark, at \$1; 2,000,000 flour barrel staves, at 50c per M.; 3,000,000 shingles, at 50c. per M.; 300,000 bushels grain, at 3c.; 10,000 barrels flour, at 10c.; 12,000 passengers, at 60c.; besides inward traffic, mails and sundries.

The authorised capital is \$300,000, and the subscribed capital \$103,850.

This Railway was opened for business in the month of November 1871, and during the past two years has been doing a very satisfactory business. It is now purposed to extend the line as originally intended by its promoters to Georgian Bay, on Lake Huron. It is claimed that this route when completed will be the shortest by some twenty-five miles between the waters of Lakes Ontario and Huron. At the terminus on Lake Ontario is one of the finest Harbours on the North Shore, open the year round.

Jas. Holden, Managing Director.
B. R. Kimball, General Supt.

TORONTO, GRAY & BRUCE RAILWAY.

Up to the time when this project was brought before the public, in 1867, the gauge of Canadian railways had uniformly been the standard or Provincial gauge of 5 ft. 6 in., except three lines the St. Lawrence & Ottawa, the Montreal & Champlain, and the St. Lawrence & Industry, all of which are of the 4 ft. 8½ in. gauge, being the same as that since adopted by the Great Western Railway. The idea of a railway with so narrow a gauge as 3 ft. 6 in. was an entirely new idea with nearly every one in this country, and like most other changes which conflict with interest and prejudice, excited a good deal of hostile criticism and not a little ridicule. Notwithstanding the fact that the application to the Ontario Legislature for a charter at the first session of that body in 1867-68, was supported by the names and influence of many of the leading merchants of Toronto, it was only carried through by a bare majority and after a severe contest, first in the Railway Committee, and afterwards on the floor of the House. The objection against the narrowness of the gauge has been urged with greater persistency, if not with equal ability, in the municipalities from which aid was being solicited. The disadvantage resulting to the promoters from this widespread objection was probably more than compensated by the consideration of cheapness in favour of a 3 ft. 6 in. line.

The agitation of the project—as well as also the sister enterprise, the Toronto & Nipissing Railway—had an important influence in re-directing public attention in this country to the advantages of railways, after the long period of repose in which railway progress was allowed to lie since the calamitous period of 1856-57. These schemes being regarded as practicable means of tapping two most important districts of Ontario, and placing them in close connection with the chief city of the Province, were eagerly seconded by the citizens of Toronto. The warmth of their support is best indicated by the grant of a quarter of a million of dollars as a gift to the Company, and by the subscription of three hundred and twenty thousand dollars of stock.

By the charter, the Company is authorized to build a railway not less than 3 ft. 6 in. gauge (but of wider gauge if the directors at any time desire the change) from Toronto to Orangeville, thence to Mount Forest or Durham, thence to the border of the County of Bruce, and thence to Southampton, with a branch to Kincardine, on Lake Huron; also, a branch from Mount Forest or Durham or some point east thereof. The capital stock is \$300,000, with power to increase the same in the manner provided by the General Railway Act, to be divided into 30,000 shares of \$100 each. When \$300,000 of the capital was subscribed, and ten per cent. paid, the Company could be organized. The management of the Company's affairs is in the hands of nine directors, each of whom must hold at least ten shares in the stock of the Company. Power is also given to issue bonds, the amount of which must not exceed the paid-up capital of the Company and the municipal bonuses actually expended in surveys or works of construction.

The clause relating to the carriage of cordwood reads thus: (Clause 30.) "The said railway Company shall at all times receive and carry cordwood, or any wood for fuel, at a rate

not to exceed for dry wood 2½c. per mile per cord, from all stations exceeding fifty miles, and at a rate not exceeding 3c. per cord per mile from all stations under fifty miles, in full car loads; and for green wood at the rate of 2½c. per ton per mile." (Clause 31.) "The Company shall further at all times furnish every necessary accommodation for the free and unrestrained traffic in cordwood to as large an extent as in the case of other freight carried over the said railway."

Owing to the townships interested failing to grant the aid asked for the construction of the proposed branch from Mount Forest to Owen Sound, that part of the scheme was changed, and a branch from Orangeville direct to Owen Sound was decided on and was completed in 1873, the county of Grey voting a bonus of \$300,000 in aid of the same.

There is also a branch of the road now under construction through the county of Bruce commencing at Harriston and running thro' Wroxeter, Gorrie and Teeswater. The grading between Harriston and Wroxeter is now drawing near completion, and that between Wroxeter and Teeswater is progressing favorably. It is expected by the fall of '74 to have this part of the road completed for traffic purposes. The road will, when completed to Teeswater, be 192 miles in length.

The whole cost of the line, including rolling stock and equipment, is estimated at the low figure of \$16,000 per mile—a sum which it is believed will not be exceeded.

The issue of bonds is limited by the charter to the amount of paid-up stock and the bonuses actually expended in construction, but the directors do not anticipate a larger issue than at the rate of \$5,000 per mile.

By an arrangement with the Grand Trunk Railway, this Company have permission to use the road bed of that railway for a distance of 9 miles from the city of Toronto, the amount of compensation to the Grand Trunk being a certain sum for each passenger and for each car load of freight carried. By this means a considerable saving in cost of construction has been effected.

On the third October, 1869, the first sod was turned by Prince Arthur, and work was immediately thereafter commenced along the first section, to Arthur. A contract for the line from Orangeville to Mount Forest was awarded to Mr. Frank Shanly for earthwork, fencing, building, all wooden bridges, furnishing and laying down ties, track-laying and ballasting. The contract for ballasting and track-laying from Weston to Orangeville was given to Messrs. Wardrop & Co.

By the 1st May, 1871, the track had been laid to Orangeville—50 miles—the grading and bridging were almost complete to Arthur village, a distance of 24 miles from Orangeville. There are ten stations between Toronto and Orangeville.

The steepest ascending grade going south is at the River Humber, where the ascent is at the rate of 88 feet per mile. Going north, a steeper grade is encountered at the Caledon mountains, where the ascent is 105 feet to the mile. The sharpest curve is at the Humber, where the radius of curvature is but 462 feet. Upon the whole length of this line there are only four places where anything approaching to heavy works are met with—1st, at the crossing of the River Humber, in the township of Vaughan; 2nd, in the ascent of the Caledon

mountain, extending over a distance of four miles; 3rd, at the crossing of the Grand River, in the Township of Amaranth, and 4th, across the Saugeen at Mt. Forest. The only bridges of any size are those over the River Humber, consisting of six spans of 50 feet each, and one span of 33 ft. 6 in., built upon stone abutments and piers; the River Credit bridge in Caledon, one span of 46 feet and 12 trestle-work spans of 16 feet each; the Grand River bridge, two spans of 63 feet each, and five spans of trestle work, 25 feet each; the Bagne creek trestle bridge, one span of 40 feet and ten spans of 16 feet each; and the Saugeen bridge, one span, 60 feet, and twelve spans 16 feet, 40 feet above the water. There are a few trestles, all but two of which are small in size, the exceptions being one of ten spans of 20 feet each over "Duncan's Ravine," and one of seven spans of 20 feet each over "Brown's Ravine."

The rails and rolling stock are all in proportion to the gauge of 3 ft. 6 in. The rails weigh 40 lbs. to the yard and are of iron of best English make. The locomotives range from 16 to 43 tons in weight and consist of three classes.

1st. 4 wheel, coupled, for Passenger Service.

2nd. 6 wheel, coupled, for Freight Service.

3rd. 12 wheel, coupled, (Fairlie), also for Freight Service.

Twelve of these Engines were built by the "Aronside Engine Co.," Bristol, England and six at "Baldwin's Locomotive Works," Philadelphia. The Passenger Cars are 35 feet long, weigh about 2000 lbs. each, and will accommodate 40 Passengers.

The Freight rolling stock consists of five classes.

1st. Platform Cars, 30 feet long and 8 feet wide, placed on trucks, weighing about 9000 lbs. each. They will carry a load of 10 tons.

2nd. Small Platform Cars, 18 feet long and 7 ft. 6 in. wide, carried on 4 wheels, weight about 7500 lbs. and load 5 to 6 tons.

3rd. Box Cars, 15 feet long, 8 feet wide, carried on 4 wheels, weight about 7800 lbs. and load 5 to 6 tons.

4th. Cattle Cars, 30 feet long and 8 feet wide, carried on trucks, weight about 10,000 lbs. and load 10 tons.

5th. Small Cattle Cars, 18 feet long and 8 feet wide, carried on 4 wheels, weight about 8,500 lbs. and load 8 tons.

Mail cases in the Freight rolling stock. The standard height of platform above rail is 2 ft. 7 in.

OFFICERS: John Gordon, *President*.

W. Sutherland Taylor, *Secretary and Treas.*

N. Weatherston, *Genl. Supt.*

E. Wragge, *Chief Engineer.*

W. H. Beatty, *Solicitor.*

R. Jones, *Auditor.*

HEAD OFFICES, Toronto.

TORONTO AND NIPISSING RAILWAY.

The object of this undertaking was chiefly to establish direct communication between the city of Toronto and the extensive agricultural and lumbering region to the east of Lake Simcoe and the Georgian Bay. It was warmly supported by the people of Toronto from its inception, for the reason chiefly that it must largely increase the trade of the district referred to, with the city of Toronto. And, on the other hand, since it gives the inhabitants of the district a choice of markets it was warmly supported by them, and received their

substantial aid in the shape of municipal bonuses.

The character of the road is similar to that of the Toronto, Grey and Bruce. The charter was obtained at the same session of the Ontario Legislature—the session of 1867 and 1868. The amount of subscribed capital which was obtained before the Company organized was \$200,000. In almost every other respect the provisions of this charter are the same as those of the Toronto, Grey and Bruce, the cordwood clause being precisely similar.

Bonuses were given by the municipalities named as follows:—

City of Toronto.....	\$150,000
Scarboro'.....	10,000
Markham.....	30,000
Uxbridge.....	50,000
Scott.....	10,000
Brock.....	50,000
Eldon.....	44,000
Bexley.....	15,000
Somerville.....	15,000
Laxton, Digby and Longford.....	12,500

Total Municipal bonuses.....	\$386,500
Government Bonus.....	104,860
Subscribed Stock paid.....	193,350
Debts. issued to 31st Dec. 1873....	673,000

Total..... \$1,357,710

The route of the railway runs through a most favorable country. There are really no heavy works on the line; the rolling character of the country in the township of Uxbridge necessitated a good deal of excavation. The average number of yards of earthwork is 9,000 yards per mile. The only bridge of any size between Toronto and Uxbridge is that over the River Rouge, near Unionville, in the township of Markham, and which consists of three spans of 44 feet each, and four spans of 16 feet each. The whole structure is founded upon rock elm piles. The bridge over the north-west bay of Balsam Lake, near Cobocok, is the largest structure on the road; it has three spans of 106 feet each, and 5 of 32 feet, being a total length of 478 feet. The other bridges are, three small ones in the township of Scarborough, all over the Highland Creek or its branches, and two more over feeders of the River Rouge, in the township of Markham. There are three small bridges in the township of Brock, over the Beaver Creek; and, with the exception of a trestle bridge at Markham, seven spans of 20 feet each and a few short trestles of three spans of 16 feet each, here and there, this constitutes the whole of the bridge-work.

The line to Uxbridge, was formally opened for traffic in July 1871. The line to Cobocok a distance of 87 miles was opened in the autumn of 1872.

Revenue for the year ending	
30th June 1873.....	\$183,896.03
Expenditure.....	114,557.35
Balance.....	\$69,338.48
Pd. Int. on bonds...48,090.00	
Pd. on floating debt.....17,276.98	
To next acc't.....	3,971.50

69,338.48

To Balance on hand from	
acc't. ending 30th June 1872	\$3758.78
To Balance acc't. ending 9th	
June 1873.....	3971.50
	\$7780.28

The gauge being 3 feet 6 inches, the rails are correspondingly light, being 40 lbs. to the yard.

DIRECTORS—(Elected Sept., 1873)—Wm. Gooderham, Jr., *Pres.*; A. T. Fulton, Joseph Gould, James E. Ellis, Hugh Macdonald, W. P. Dwight, Wm. Copland, W. S. Lee, Geo. Gooderham and Alderman Thomas Davies.

OFFICERS—William Gooderham, Jr., *President and Managing Director*; James Graham, *Secretary and Treasurer*; Edmund Wragge, *Chief Engineer*.

CHIEF OFFICE—Corner of Front and Bay streets, Toronto, Ontario. Freight Office, Foot of Berkeley St.

CANADA SOUTHERN RAILWAY.

This new and important railway was originally projected in 1868 by Milton Courtwright of Erie, Penn., and Wm. A. Thomson of Queens-town, Ont. The main road is located near Lake Erie in the ten southern counties of the western peninsula of Ontario, an exceedingly prosperous agricultural district. Its eastern terminus is at the International Bridge over Niagara River, connecting Fort Erie with Buffalo, and its western termini are at Amherstburg, on the Detroit River, and at Courtwright on the St. Clair River, the last point being reached by a branch line of 60 miles. The distance from Fort Erie to Amherstburg is 229 miles, and to Courtwright 185 miles.

CONNECTIONS.—At Detroit it connects with the Michigan Central and other railways which converge at that important railway centre, and at Toledo with the Lake Shore and Michigan Southern and the Toledo, Wabash and Western Railways. These connections are made through the Toledo, Canada Southern and Detroit Railway, a road identical in interest with the Canada Southern though built under independent charters in Michigan and Ohio. Another similarly affiliated road not yet completed called the Canada Southern and Chicago Railway is to extend directly to Chicago from the terminus of the Canada Southern on the Detroit River. It is now opened to Fayette, Ohio. When completed to Chicago, the entire distance to that City from Buffalo over this line will be 479 miles, which is 55 miles shorter than by any existing route. At Buffalo the road connects with the New York Central and the Erie Railways.

PROSPECTIVE BUSINESS.—The construction of so long a line, running parallel at a comparatively short distance from competing lines already in operation, might seem to be a rash and ill-advised undertaking, were not the fact taken into consideration that the existing roads, although taxed to their utmost capacity, are already unable to perform all the work which is required by the ever-increasing traffic and travel between the Western States and Atlantic ports. Chicago has become, and owing to its position as the radiant point of an enormous system of railways, is likely to continue, the principal centre where the produce of a very large part of the Western States

will converge in its way to a market. Accordingly the business of railways lying in the direct route between Chicago and the great Atlantic cities, will continue to increase with the growth of the country from year to year till it reaches a magnitude scarcely dreamed of at present. Rivalry or clashing of interests seems therefore unnecessary as there will doubtless be business enough for all the east and west roads and perhaps so much as to require all of them to largely extend their facilities by doubling or quadrupling their tracks etc. In the mean time those roads which have been best and most cheaply constructed will fare best in the estimation and patronage of the public.

GRADES AND CURVES.—Besides being, in its general location, the most direct of any of the lines between Buffalo and Chicago, the Canada Southern has the advantage of extremely easy grades, the steepest not exceeding 15 feet in a mile, or less than one foot in 350, while the alignment is equally favorable, curves being few and far between. Ninety-six per cent of the road is made up of straight lines and the curves that remain are of unusually large radius.

TRANSFER AT DETROIT RIVER.—Across the main channel of the Detroit River—which runs on the Canada side of Grosse Isle—the railway company has in use one of the largest transfer steamers in the world, holding twenty one cars at a time. The transfer distance is 3,100 feet, and the delay is not more than freight or passenger trains usually experience in getting in and out of cities of the third class. The transfer-landing in Canada is on a tow-head; from this tow-head to Grosse Isle proper, a substantial wooden bridge spans the stream, and a magnificent wood and iron bridge connects the island with the Michigan shore. After reaching the high land on the Michigan side, the line branches off to Detroit, to Fayette, O., and to Toledo.

FINANCIAL.—Much financiering ability has been displayed in raising the necessary funds for the construction of the road, as it had no land grant or other subsidy either from the government of Canada or of Ontario. Bonuses were voted to the enterprise as follows:—County Elgin, \$200,000; county Kent, \$80,000; St. Thomas, \$25,000; Amherstburg, \$15,000; Anderson, \$15,000; Townsend, \$30,000; Dereham, \$15,000; Norwich, \$15,000;—in all about \$400,000. Trustees of the municipal bonuses have been appointed as follows:—Hon. Wm. McDougall, A. McKellar, M. P. P., and Hon. H. Killaly. About \$6,000,000 were realized by the sale of bonds in the United States and in Europe. The road was completed in March 1873. Passenger trains commenced running between Buffalo, Detroit and Toledo on Dec. 1st. 1873. The completion of the Chicago and Canada Southern Railway was delayed by the great financial panic of 1873, but of its ultimate construction there seems to be little doubt.

OFFICERS.—J. S. Cable, *President*, New-York; Genl. J. S. Casement, *Genl. Manager*, Toledo, O.; Webster Snyder, *Genl. Super.*, St. Thomas, Ont.; Nicol Kingmill, *Secretary*, Toronto.

MONTREAL AND CHAMPLAIN RAILWAY.

On the 25th Feb., 1882, the Champlain and St. Lawrence Railway obtained their charter

The capital of the Company was £50,000, in shares of £50 each, with power to increase the shares to £65. The charter underwent several successive amendments. The road was constructed with wooden rails and thin flat bars of iron spiked upon them. It was in the first instance built from St. John's to Laprairie; this section was opened in July, 1836. Subsequently, in order to give a closer connection with the City of Montreal, the northern terminus was transferred from Laprairie to St. Lambert, immediately opposite Montreal. This change was accomplished in January, 1852. In August of the previous year, the line had been extended from St. John's to Rouse's Point, making a total distance from Montreal of 49 miles. The length of sidings, &c., is 5.66 miles, which gives a total mileage of track 54.66 miles.

This road is now leased and operated by the Grand Trunk Railway Company.

CARILLON AND GRENVILLE RAILWAY.

This Company obtained their charter on the 24th June, 1848. Their capital is £60,000, in shares of £25 each. The line was run from Carillon to Grenville, a distance of 12½ miles, and was opened for traffic during the month of October, 1854. This road is operated during the summer months only by the Ottawa River Navigation Co. in connection with the steamboats. The cost of road and equipment is \$110,000. The rolling stock consists of 2 locomotive engines, 6 passenger and baggage cars, 2 box and 4 platform cars.

CHIEF OFFICE AND ADDRESS—Grenville Post Office.

ST. LAWRENCE AND INDUSTRY RAILWAY.

On the 28th July, 1847, a charter was granted to a Company formed to construct a railway from Lanoraie, district of Montreal, to Industry village, a distance of 12 miles. This road was completed and opened for traffic in the month of May, 1850, and is operated during the summer months only. The cost of construction and rolling stock amounts to about \$56,000. The rolling stock consists of 3 locomotive engines, 2 passenger and baggage cars, and 9 other cars.

CHIEF OFFICE AND ADDRESS—Industry, Province of Quebec.

PROVINCE LINE RAILWAY.

On the 24th of June, 1848, a charter was granted to the Lake St. Louis and Province Line Railway Company, with a capital of £150,000, in shares of £50 each. The Company also obtained power to raise their capital to the extent of £200,000, if necessary.

This line was opened to Moers Junction, a distance of 32 miles, in August, 1852, and, with the Montreal and Lachine Railway formed the connection between Montreal and Plattsburg, on the west side of Lake Champlain, and by ferry with the Rutland and Burlington Railway. This line is operated by the Grand Trunk Railway Company. Gauge, 4 ft. 8½ in.

CHIEF OFFICE—Point St. Charles, Montreal.

CENTRAL VERMONT RAILROAD.—NORTHERN DIVISION.

MONTREAL AND VERMONT JUNCTION.—This line of railway extends from St. John's to St. Albans, a distance of 43 miles, and forms a connecting link between St. Albans and

Montreal. The gauge is 4 ft. 8½ inches. The road is operated by the Central Vermont Railroad Company.

STANSTEAD SHEFFORD AND CHAMBLY RAILWAY.—This line extends from St. John's to Waterloo, a distance of 42 miles. The first section was opened for traffic in January, 1859.

The cost of construction and equipment is over one million dollars. The road is now leased in perpetuity to the Vermont Central Railroad Company.

The two roads just described form the Northern Division of the CENTRAL VERMONT RAILROAD.

The general offices are at St. Albans.

OFFICERS, J. Gregory Smith, *President*; Worthington C. Smith, *Vice-President*; H. C. Lockwood, *Treasurer*; J. W. Hobart, *General Superintendent*; Lansing Millis, *General Traffic Superintendent*; S. W. Cummings, *Genl. Passenger Agent*; A. Arnold, *Supt. Central and Southern Divisions*; J. Schrier, *Supt. West. Div.*; Ogdensburg, N. Y.; Geo. L. Stone, *Supt. Northern and Eastern Divisions*; J. Burdett, *Supt. Rutland Div.*; Rutland, Vt.; J. M. Foss, *Supt. Motive Power and Machinery*.

THE LONDON, HURON AND BRUCE RAILWAY.

(In progress.)

This line is to be built from the city of London in a northerly direction, passing through and affording facilities to one of the finest agricultural districts of Ontario. It will run through the Townships of London, McGillivray, Stephen, Hay, Stanley, Hullett and Morris, touching the villages of Exeter, Brucefield, Clinton, Linderborough, Blyth and Belgrave, forming a junction at the village of Wingham with the Wellington, Grey and Bruce Railway extending to Kincardine on Lake Huron, thus making a direct route between Lake Huron and Lake Erie by way of the London and Port Stanley Railway over which line this company has running power.

It is expected that the road will be completed and in operation by the first of the year 1875. It will be built on the same gauge as the Great Western Railway of Canada and will form a very important adjunct to that line.

The following is a list of the Directors and officers of the Company.

DIRECTORS: John Bisell, Esq. of London, *President*; Hon. John Carling, Charles P. Smith, Esq., Alexander Johnston, Esq.; Wm. Glass, Esq., George Binell, Esq., Isaac Carling, Esq., of Exeter; Thomas Chamber, Esq., *Secretary-Treasurer*; Edward Wassell, Esq., *Chief Engineer*; James H. Flock, Esq., *Solicitor*.

MONTREAL, PORTLAND AND BOSTON RAILWAY.

This Railway for which the final arrangements have recently been made is intended to afford a new and direct line between Montreal, Portland, and Boston.

It is made up, in Canada, of the Montreal Chamblay and Sorel—chartered Dec. 1871. Chap. 29, Statute 1871, and completed between Montreal and Chamblay in September 1873,—and the extension of this line to the Vermont boundary will be effected by amalgamation with the Missisquoi Junction Railroad for which application is now before the Legislature of Quebec.

From Chamblay a very direct line has been surveyed and located, via Ste. Marie, West Farnham, Stanbridge and Frelighsburg, to the Province Line near East Franklin, Vt. The total distance of the main line by this route will be about fifty miles. Of this distance thirty miles are located in almost an air line and the grade is nearly level. From Ste. Marie a branch line has been surveyed almost due north to Sorel, a distance of forty one miles, over the level and beautiful valley of the Richelieu. The locations of these lines can hardly be surpassed in Canada in the favorable nature of the grades and curves as well as in the importance of region traversed.

CONNECTIONS.—At St. Lambert's the road makes immediate connections with the Grand Trunk Railway of Canada, leading westward to Sarnia, eastward to Sherbrooke and Quebec, and via the Intercolonial to Halifax and the Lower Provinces, and southward to St. John's and Rouse's Point. At West Farnham it will connect with the South-Eastern Railway, running east to Newport and Lake Memphremagog;—with the Stanstead, Shefford and Chamblay Road for St. John's and Waterloo, and with the proposed Philipsburg, Farnham and Yamaska Railway, running south to the waters of Missisquoi Bay, and northward along the east side of the Yamaska River to a point on the St. Lawrence opposite Three Rivers. At the Province Line it will connect with the Lamolle Valley Junction Railroad, which forms a part of the Vermont Division of the Portland and Ogdensburg Trunk Line. At Sorel, connections will be made with steamers running to various ports on the St. Lawrence between Montreal and Quebec; also with the North Shore Railway, now being constructed, which will give a direct line of rail to Quebec. The charter of this Road will also allow a connection with the proposed new bridge across the St. Lawrence, whereby the Northern Colonization Railway will be reached, and communication made with the great system of Canadian Railways, now being constructed, extending westward to the Pacific Ocean.

PORTLAND AND OGDENSBURG RAILROAD.—As above stated connection will be made at the Province Line with the Portland and Ogdensburg Railroad, which is now being constructed, and designed to form, when completed, a short, independent, through line from the great lakes and the west to the seaboard at Portland and Boston. This line is composed of several Corporations each preserving their proprietary and chartered rights separate and distinct, but uniting their business interests and respective properties under one executive management and control, thus forming, for all the purposes of railroad construction and operation, one company and one continuous road, under the name of "The Portland and Ogdensburg Railroad Line." That portion of the line included within the boundaries of the States of Maine and New Hampshire, a distance of 105 miles, comprises what is known as the Eastern Division. Starting from the steamship docks at Portland, the road runs to Sebago Lake, and from thence, striking the valley of the Saco River, it passes through the famous Crawford's Notch of the White Mountains to the Connecticut River. Here commences the Vermont Division, which extends across the entire State to the waters of Lake Champlain and the Canada line. Touching at St. Johnsbury, the road runs through the Green Mountain Range

to the Valley of the Lamoille River, from which it diverges to the Missisquoi at Sheldon, which it follows to the Lake at Swanton, where the division terminates. At Cambridge the point where the line diverges from the Valley of the Lamoille, a road will run direct to Burlington, thus opening up a new route from Montreal and Northern Vermont to New York and the South, by existing lines of railroads and lake and river steamers. From Swanton the road is to be carried on by an independent route to Ogdensburg or some point on the St. Lawrence, where transshipment of cargoes can be made direct from vessels navigating the Lakes from the extreme western points. This portion of the line will be known as the Western Division.

From Sheldon on the Vermont division, a road will be built directly North to the Canada line at East Franklin, Vt., where it becomes continuous with the Montreal, Portland and Boston, on the Route we have before described, forming what will be known as the Montreal division of this trunk line. By the arrangement which has lately been effected, the Eastern Railroad, which now intersects the Portland and Ogdensburg at North Conway, N. H., becomes a party to the amalgamation of business interests, and establishes a route direct to Boston, a distance of 187 miles.

PROGRESS OF THE WORK.—The road from Montreal to Chambly is completed, and trains running regularly. The railway bridge across the Richelieu is nearly completed, and will be one of the most substantial structures of the kind in the country. It is the intention of the contractors to push forward the work in the spring rapidly, reaching West Farnham in July, and the Province Line as early in the autumn as possible. The Sorel branch will be built the following year. The remaining sections of the Vermont Division will also be finished during the next season, and connection made with the Montreal Division at the Province line. The only remaining portion unfinished is on the Eastern Division, through the White Mountains Notch. A large force is now employed, and it will also be finished next year, in time for the opening up of the whole line.

THE MASSAWIPPI VALLEY RAILWAY.

This railway has been leased to the Passumpsic Company for 999 years. It connects the Connecticut and Passumpsic River Railway with the Grand Trunk at Lennoxville, and is about 34 miles in length, including the spur of 2½ miles, running to Rock Island, Stamford. The line was opened on 1st July 1870. \$165,000 of stock was subscribed in Canada and paid in gold and an equal amount furnished by the Passumpsic Railway Company, making \$330,000 cash stock. The contractors took, in part payment, \$70,000 of stock, \$400,000 of bonds to be issued by the Massawippi Company, which the Passumpsic Company endorse and guarantee and provide for. The road and real estate from the line to Lennoxville is mortgaged for security of these bonds, and to aid in the redemption, a like amount of stock is issued. The Passumpsic Company undertakes to build, equip and run the Massawippi Valley road, and to lease the same, paying interest on the bonds, \$24,000 in gold, to the holders, in semi-annual payments. The Passumpsic Company also undertake to pay to the stockholders in the Massa-

wippi Railroad Company, from the earnings of both roads, equal dividends per share with that paid to the stockholders in the Passumpsic Railway Company. The total of the dividends appropriated to the Massawippi Railway Company stockholders not to be less than one-fifth of the whole sum divided to both Corporations. The gold value of the Passumpsic Railway is estimated at and put into the partnership, thus in effect formed, at \$3,200,000, and the Massawippi Valley Railway is put at \$800,000. Both roads will be operated by the Passumpsic corporation, in connection with the Massawippi corporation. The spur to Rock Island is built and worked in the same way as the main line. The contractors received \$330,000 cash and \$70,000 in stock and proceeds of the road, and \$400,000 in bonds. The \$165,000 contributed on this side is composed of subscriptions in Stanstead and vicinity, \$100,000; in Hatley debentures, \$15,000; and in Ascott debentures, \$40,000, with some subscriptions in the vicinity to pay for the right of way over and above what the \$15,000 in stock would meet, and for the preliminary expenses.

A third rail has been laid on the Grand Trunk from Lennoxville to Sherbrooke, which now forms the terminus of the line.

The gauge is 4 feet 8½ inches.

OFFICERS of the Connecticut and Passumpsic Rivers and Massawippi Valley Railways. E. Raymond, *President*, Boston; Geo. Merrill, *Superintendent*; N. P. Lovering, *Treasurer*, Boston; N. P. Lovering, Jr., *General Ticket Agent*; H. P. Alden, *General Freight Agent*; H. Hastings, *Cashier*.

SAULT STE. MARIE RAILWAY.

A charter has been obtained granting the necessary powers to build a line of railway from the village of Sault Ste. Marie, in the district of Algoma, to connect with the projected railway in the Province of Ontario, at or near Lake Nipissing, and to extend a branch therefrom to connect with the Toronto, Simcoe and Muskoka Junction Railway at or near Bracebridge, in the County of Victoria. Power is also granted to bridge the River St. Mary, and there effect a junction with lines in the United States.

One of the chief objects of the promoters is to establish a connection between the railway system of Canada and the Northern Pacific, now under construction. It is believed that this connection will bring a large amount of through trade over the Northern and its Muskoka Branch to Toronto, where it can either be moved to New York by the Great Western or to Montreal by the Grand Trunk. It would, besides, give a winter and summer route, all rail, to the Red River Territory. In this way it would serve as a temporary substitute for a Canadian Pacific Line proper for the distance between Toronto and Manitoba. It would also afford an outlet for the product of the extensive mills along the north shores of the Georgian Bay, which are now entirely shut in during the winter. The promoters think that so important a link in our railway system should receive the maximum rate of subsidy from the Ontario Government provided by the Act of last session—\$4,000 per mile and a liberal land grant beside.

The distance from Ste. Marie to Bracebridge is 280 miles.

QUEBEC AND GOSFORD RAILWAY.

This is a wooden railway of 27 miles in length, from the city of Quebec to the village of Gosford. It was constructed by Mr. Hulbert, who has had experience as a contractor and operator of wooden railways in the United States. He commenced work on the line in September, 1869, and completed it in December, 1870, or a fortnight before the time required by his contract.

The operation of this road has not answered the expectation of its projectors and it will doubtless be eventually converted into an iron railway and extended to Lake St. John, surveys having been made at the expense of the Quebec government for that purpose.

CANADA CENTRAL RAILWAY.

This Company was chartered by Act of Parliament of Canada, assented to 18th May, 1861. The Act was an amendment of a previous Act, "To encourage the construction of a railway from Lake Huron to Quebec." The Company obtained power to construct a line of road from Lake Huron to the City of Ottawa, via Pembroke and Arnprior, and from Ottawa to Montreal. The North Shore, the Carillon and Grenville and Canada Central Railway Companies may amalgamate. These Companies may also share in the grant of land given for the above object in the manner prescribed by the Act. As soon as the railway is completed 20 miles, the Company may have a share in the land grant. On the 15th of August, 1866, the charter was amended, a divergence in the line being authorized between Ottawa and Pembroke, which permitted the Company to build their road at a distance from the Ottawa River not greater than 25 miles.

The line was built, to Carleton Place, a distance of 28 miles from Ottawa, and was formally opened for traffic on the 15th September, 1870.

In 1872 the Canada Central Railway leased that portion of the Brockville and Ottawa Railway between Carleton Place Junction and Sand Point for 999 years. During the same year Hon. Asa Belknap Foster, the present manager of the Canada Central, extended the road to Renfrew, the present termination.

The Company have received from the Government of Ontario in settlement of land claims a first mortgage on the Brockville and Ottawa Railway for \$556,000 being the amount held by the Government for money advanced the latter road.

A subsidy of \$2600 per mile has also been granted by the Ontario Government to the Canada Central, from Sand Point to Pembroke, and the Company intend to extend the road to the latter point in 1875 and 1876.

The charter of the road permits its extension to Lake Huron, and the intention is to construct it to connect with the Canada Pacific Railway at its proposed termination near Lake Nipissing.

OFFICERS of the Brockville and Ottawa and Canada Central Railways:

H. L. Redhead, *President*; A. B. Foster, *Managing Director*; A. B. Chaffee, *Sec. & Treasurer* C. C. Ry.; C. H. Redhead, *Sec. & Auditor* B. & O. Ry.; Auditor C. C. Ry.; Archer Baker, *Treasurer* B. & O. Ry. and *Accountant* B. & O. and C. C. Ry.; T. A. McKinnon, *Local Super-*

intendent; H. A. Alden, *Mechanical Superintendent*.

General Offices of Brockville and Ottawa Railway, at Brockville, Ont., and of Canada Central at Ottawa, Ont.

CREDIT VALLEY RAILWAY.

The Credit Valley Railway is being built from the city of Toronto westward through the county of Peel to Streetsville, thence to Milton, Campbellville, Galt, Ayr, Woodstock and Ingersoll to St. Thomas, with a view to accommodate the extensive local business along its route and to secure a connection with the Canada Southern at St. Thomas. It will practically create a third great through line of railway from Toronto to Chicago and the West and thus divert a large amount of business from the route to New York by the Erie Canal, to the St. Lawrence. The maximum grade is 1 in 100.

A branch of the line is also under construction from Streetsville via the villages of Meadowdale and Churchville, the town of Brampton and the villages of Cheltenham, Cataract and Alton to Orangeville, a portion of the route being through one of the most romantic and beautiful valleys in Canada. The effect of the construction of this line will be to place twenty-seven water powers, and industrial establishments, including many villages, in a position to become manufacturing suburbs to the city of Toronto.

The financial basis has been secured for a short line from the Forks of the Credit through the county of Wellington, to connect with the Wellington, Grey and Bruce Railway at Fergus, terminating at Elora or Salem, making a tolerably straight through route (all 4 ft. 8 in. gauge) from the City of Toronto, in connection with the Wellington, Grey and Bruce Railway, through the counties of Wellington, Huron, and Bruce.

This route will also afford a direct eastern outlet to a large portion of these counties by way of the city of Toronto and the St. Lawrence to the sea. It will also accommodate the busy manufacturing villages of Fergus, Elora and Salem and the villages of Douglas, Hillsbury, Erin and Bellefontaine. It will readily be seen that the enterprise is one of the first consequence to the prosperity of a large section of the Western Province.

The capital arranged for, in the shape of bonuses and otherwise, amounts to about \$1,500,000, exclusive of bonds.

The officers of the Company are: G. Laidlaw, *President*; C. J. Campbell, *Vice-President*. John Macphab, Wm. Arthurs, John Gardner, James L. Morrison, Robert Hay, R. W. Elliot and A. J. Morrison, *Directors*; J. G. Conlin, *Sec. and Treasr.*; Jno C. Bailey, *Chief Engineer*; John McCalman, *Res't. Engineer*; Hon. P. M. Wells, *Solicitor*.

Head Office: Royal Canadian Bank Building, Toronto.

LEVIS AND KENNEBEC RAILWAY

This line, when completed, will extend from Levis in a southerly direction to the frontier of the State of Maine, a distance of about ninety miles. Here it will connect with a projected line extending to the Kennebec River above Bangor, meeting the *European and North American Railway* and connecting with the great railway system of the United States.

It will promote traffic between the Province of Quebec, the State of Maine and the Maritime Provinces.

It forms the shortest possible route from Quebec to the Atlantic sea-board at Wiscasset, the distance from Quebec being about 230 miles.

It will give railway communication to a large population, who are without such facilities, inhabiting some of the most fertile counties of the Province of Quebec; and will open up for settlement a large area of very eligible unoccupied Crown lands.

It will serve materially in aiding the settlements of the French Emigration Society, "La Société Franco-Canadienne," who are about to settle a large number of colonists on the upper Chaudiere valley by providing them with a means of communication with their nearest market.

This line is the shortest route to the State of Maine and the Provinces of Nova Scotia and New Brunswick, being 61 miles shorter to Portland than the Grand Trunk, 135 miles shorter to St. John and Fredericton, and 143 miles shorter to Halifax than the Intercolonial Railway.

The board of directors of the Company, with a view of pushing this important undertaking to a successful issue, have this fall sent a special agent (Mr. Charles A. Scott) to London to meet capitalists there, who had expressed a great interest in the enterprise. This agent, who has returned, reports that these capitalists assert that the local aid to the road is not sufficient, and that the Provincial subsidy is not in proportion to that given to wooden railways, costing much less than iron; but they are so impressed with the importance and promising future of the line, that, notwithstanding the present great depression in the money market, and particularly in railway shares, they will advance a sum equal to about \$11,000 per mile on the Bonds of the Company provided a sufficient amount be made up by the municipalities and the Government to complete the line.

They have accordingly memorialized the Honorable the Executive Council of the Province of Quebec, requesting them to grant a subsidy in proportion to that already given to wooden railways, say \$5,000 per mile, payable either in cash or in six per cent bonds of the Province, in the manner provided by the Railway Act.

Thirty miles of the line (Levis to Sainte Marie) have been graded, and seven miles of iron rails laid, one first-class locomotive has been obtained with the necessary rolling stock for construction purposes. The ties and timber for the thirty miles are delivered on the line. Large quantities of firewood, rails for fencing and telegraph poles, are under contract for delivery on the line this winter, and the construction of the Bridge and rolling stock will be immediately commenced.

The above statements are from a circular issued for the board of directors, Dec. 1873 by,

J. G. BLANCHET, *President*.

CANADIAN PACIFIC RAILWAY.

One of the stipulations in the arrangement made with British Columbia for the admission of that Province into the Dominion, requires that the Government of the Dominion shall

connect by a railway the seaboard of British Columbia with the railway system of Canada.

But little progress beyond making some of the preliminary surveys has been made in this gigantic undertaking. Mr. Sanford Fleming, C. E., has conducted these surveys in a very thorough and extensive manner at an expense of about a million and a half dollars. A great amount of geographical information has been obtained which will be very valuable for other than railroad purposes. Several different routes have been surveyed and are indicated upon the general map of the Dominion, page 106. Through the courtesy of Mr. Fleming we are enabled to give the accompanying map pp. 62, 63—presenting an outline of the explorations between Manitoba and the proposed eastern end of the line. It is especially valuable as being the first published map, showing important new discoveries in these regions. The length of the road, from its junction with proposed roads from Toronto and Ottawa, near Lake Nipissing, to the Pacific Ocean is about 2500 miles.

Stimulated by the liberal land grant, and subsidies offered by the late Dominion Government, Sir Hugh Allan, who expected the co-operation of other eminent Canadian, English and American capitalists, appeared to be in a fair way to close a contract looking to a speedy completion of the great work, but apprehensions arose that the control of the road might fall into other than Canadian hands and a parliamentary investigation was instituted. Charges of official irregularities were made and the political excitement accompanying the investigation resulted in the abandonment of the proposed contract by the capitalists interested and in the overthrow of the government then in power.

The bill presented by the present government was passed by the Dominion Parliament, in May 1874. The following summary is taken from the *Canadian Illustrated News* for May 16th 1874.

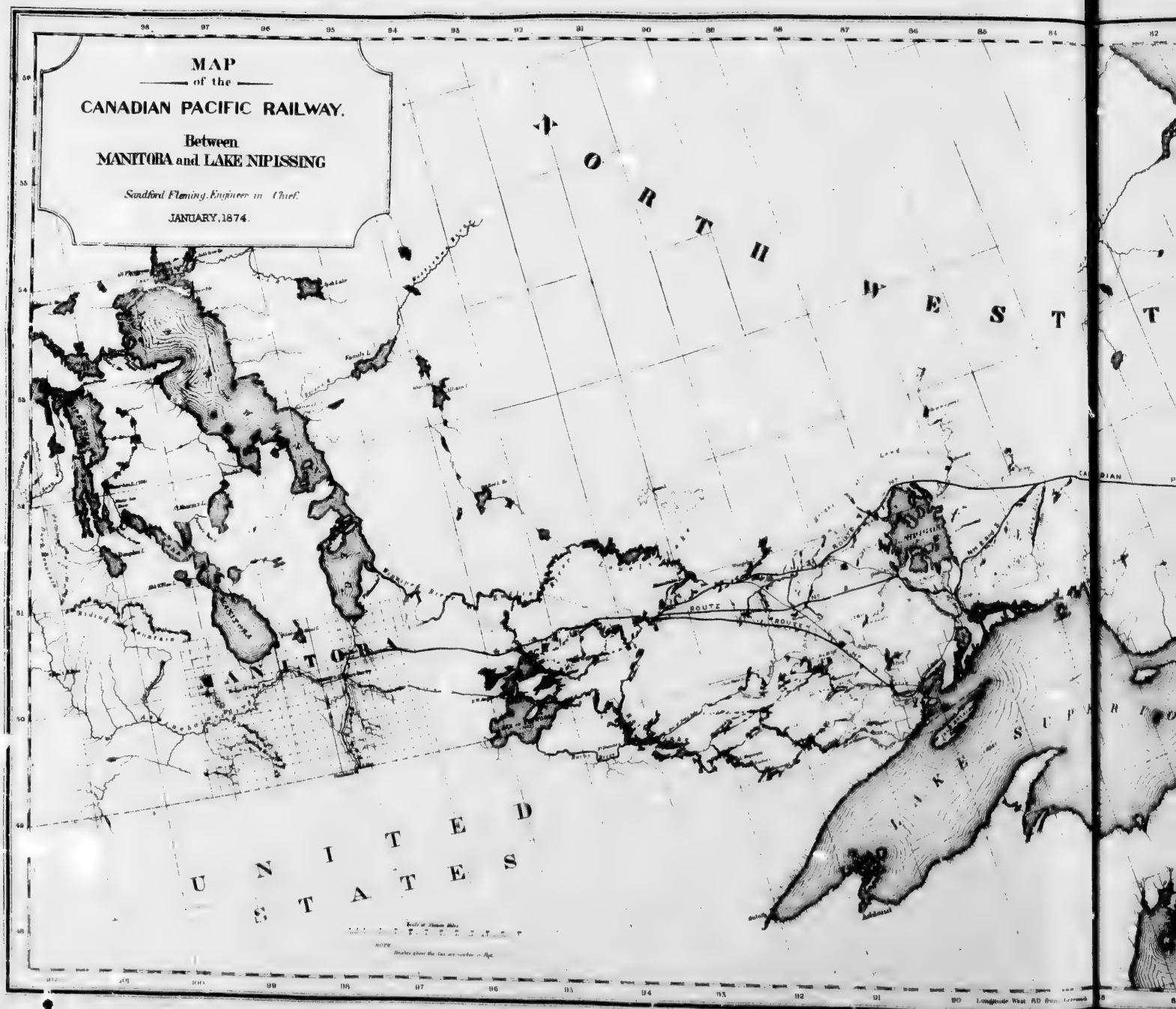
The Railway is to be divided into four sections. The first to begin at a point at or near and to the south of Lake Nipissing, and to extend towards the upper or western end of Lake Superior, to a point where it shall intersect the second section hereinafter mentioned. The second section to begin at some point on Lake Superior, connecting with the first section, and to extend to Red River, in the Province of Manitoba. The third section to extend from Red River, in the Province of Manitoba, to some point between Fort Edmonton and the foot of the Rocky Mountains; the fourth section to extend from the western terminus of the third section to some point in British Columbia on the Pacific Ocean.

There are to be two branches, one from Lake Nipissing to the Georgian Bay; the other from Fort Garry to Pembina.

A line of telegraph is to be constructed along the whole extent of the railway and the branches in advance of the construction of the road, and as soon as the route has been determined upon.

The gauge of the railway is to be four feet eight and a half inches. The railway to be constructed under the superintendence of the Department of Public Works.

A guarantee of 4 per cent. interest per annum for 25 years to be given to the contractors on a sum to be stated in the contract for





each mile contracted for, and an extent of land not exceeding 20,000 acres for each mile of the section or sub-section contracted for shall be appropriated for the construction of the said railway in alternate sections of twenty square miles each, along the line of the said railway, or at a convenient distance therefrom.

Right of way through Government lands, and land of stations, &c., to be given to contractors.

All provisions of Railway Act of 1868 not inconsistent with present Act to apply.

No contract for any portion of the main line of the railway will be binding without first receiving the approval of Parliament.

In every contract there will be a clause reserving to the Government the right to assume possession of the whole or any section of the railway on payment of ten per cent. in addition to the original cost less the value of the land and money subsidies received.

If it is decided to construct the railway as a public work of the Dominion, the construction

will be by contracts first offered by public competition, and the regulations for subsequent management will be made by the Governor in Council.

The Branches to be subject to the same condition as the main line.

Section ten provides that the Governor in Council may also grant such bonus or bonuses, subsidy or subsidies, to any company or companies already incorporated or to be incorporated, not exceeding \$20,000 per mile as will secure the construction of the branch lines extending from the eastern terminus of the said Canadian Pacific Railway, to connect with existing or proposed lines of railway, the granting of such bonuses or subsidies to be subject to such conditions for securing running powers and other rights over and with respect to the whole or any portion of the said branch railway to the owners or lessees of the main line of the said railway or of any section thereof, and to the owners or lessees of any other railway connecting with the said branch railway, as the Governor in Council may determine.

Section eleven provides that the Governor in Council may make arrangements with the company owning such Branch Railway for leasing to them any portion belonging to the Government. The leases, however, will not be allowed to exceed a term of ten years.

The Government has the right to determine when the work on any section shall be commenced, proceeded with and completed and may at any time suspend the progress of the work.

PORT DOVER AND LAKE HURON RAILWAY.

This road will extend from Port Dover on Lake Erie to some point not yet determined on Lake Huron, passing through Simcoe and Woodstock.

The part northwesterly of Woodstock has not yet been located and no information has been furnished as to the history and condition of the project. Some sixty miles of the road are said to be located.

Gilbert Moore, *Norwich, President.* A. D. Wright Woodstock, *Ch. Engineer.*

MAIN LINES FROM CANADIAN CITIES

TO

PLACES IN THE UNITED STATES.

EAST AND SOUTH GRAND TRUNK RAILWAY.

MONTREAL AND QUEBEC TO PORTLAND, BOSTON, ETC.—This great railway, as already described, has its eastern terminus at Portland from whence steamboats ply to various Atlantic ports. Connection is made directly with the *Boston and Maine Railroad* for Boston and for the cities and towns south and west of Boston, by the various lines diverging from the latter city.

TO FANGOR, HALIFAX, ETC.—At Denville Junction, in Maine, the Grand Trunk Railway connects with the *Maine Central Railroad*, extending to Bangor, from whence the *European and North American Railway* extends to St. John, N. B., where it connects with the *Intercolonial Railway* for eastern New Brunswick and Nova Scotia.

TO THE MOUNTAINS AND LAKE REGIONS.—During the summer months the *White Mountains* in N. H. and *Lake Memphremagog* in Lower Canada attract many pleasure travellers by the grandeur of the scenery and the salubrity of the climate. At Groveton Station, N. H., on the Grand Trunk Railway, connection is made with the *Boston, Concord and Montreal Railroad* which extends to Concord, N. H., with a branch called the *White Mountains Railroad* from Wing Road Station near Littleton to the Fabyan House, a little west of Mount Washington the highest summit of the White Mountains. A short carriage ride brings the traveller to the foot of Mount Washington whence a steam railroad of unique description takes him in safety to the very summit of the mountain. *Lake Winnepesaukee*, a picturesque sheet of water and popular place of summer resort in southern New Hampshire, is skirted for many miles by the *Boston, Concord and Montreal Railroad*. From Weir's Station a *Steamboat* crosses the finest portions of the lake.

QUEBEC TO BOSTON.—This line, via Grand Trunk and B. C. and M. to Concord and from thence via Lowell or Lawrence to Boston is a nearly direct Line.

TO LAKE MEMPHREMAGOG, LAKE WINNEPESAUKEE, &C. Another popular summer route from Montreal or Quebec is over the Grand Trunk to Sherbrooke, thence over the *Connecticut and Passumpsic Rivers and Massawippi Valley Railroads* to Wells River Junction where connection is made with the *Boston, Concord and Montreal Railroad* for Concord, Lowell or Lawrence and Boston.

FOR NEW YORK, passengers continue down the Connecticut valley, through White River

Junction, Bellows Falls, Greenfield and Springfield, to Hartford, thence through New Haven to New York

CENTRAL VERMONT RAILWAY.

The shortest and most direct routes from Montreal to Boston, Albany and New York and to other cities and towns in Vermont, eastern and southern New York, western and southern New Hampshire, Massachusetts, Rhode Island, Connecticut, New Jersey and the Southern States are over the Grand Trunk Railway to St. John's, P. Q., and thence over the Central Vermont and connecting roads to the different regions mentioned.

The Central Vermont Railroad Company has control by lease or contract, of the following lines of railroad, namely:

<i>Vermont Central, Windsor to Burlington</i>	119 miles
<i>Vermont and Canada, Burlington to Rouse's Point and Canada Line</i>	65 "
<i>Sullivan, Bellows Falls to Windsor</i>	20 "
<i>Vermont Valley, Brattleboro' to Bellows Falls</i>	24 "
<i>Rutland, Bellows Falls to Burlington</i>	120 "
<i>Ogdensburg and Lake Champlain, Rouse's Point to Ogdensburg</i>	118 "
<i>Montreal and Vt. Junction, St. Albans to Waterloo</i>	60 "
<i>New London Northern, Brattleboro, to New London</i>	120 "
<i>Harlem Extension, Rutland to Chatham Four Corners</i>	108 "
<i>Missisquoi Valley, St. Albans to Richford</i>	28 "
<i>Addison, Leicester Junc. to Ticonderoga</i>	10 "

Total..... 813 miles

It will be seen that the combination of roads thus controlled is a very important and extensive one, directly connecting as it does, Long Island Sound with the St. Lawrence and the great Lakes, besides forming important links in the railway connections between the largest cities of Canada and those of the United States. It now has an unbroken all rail connection to Chicago and the West for both passenger and freight. The Grand Trunk Railway having recently changed its gauge to correspond to the American system, the facilities now offered by this road in connection with the Grand Trunk for business between Boston and the New England places, and the west are as good as can be given by any other lines. Arrangements have recently been made to run through passenger trains between Bos-

ton and Chicago over these two roads and the Michigan Central without change of cars.

MONTREAL TO BOSTON via LOWELL.—A favorite route to Boston is over the Central Vermont from St. John to White River Junction on the Connecticut River, then over the *Northern, Concord, and Boston Lowell and Nashua Railroads*, passing through Montpelier, Concord, Manchester, Nashua and Lowell. In Boston, passengers are landed in the recently completed and magnificent passenger station of the *Boston, Lowell and Nashua Railroad*, the largest, best appointed and most expensive passenger station in Boston. Sleeping and draw-room cars accompany through trains.

Another route is by the above as far as Manchester, thence by *Manchester and Lawrence and Boston and Maine Railroads*, landing in the Boston and Maine Station in Boston, at the head of Washington St. Still another route is via Keene and Fitchburg over the *Cheshire and Fitchburg Railroads* from Bellows Falls.

MONTREAL TO NEW YORK.—The most direct routes are over the Central Vermont from St. John as far as Essex Junction near Burlington, Vt. From here one route passes through Rutland, Troy and Albany over the *Rensselaer and Saratoga Railroad*, thence over the *Hudson River Railroad* to New York. Wagner Sleeping cars are attached to night trains on this route at St. Albans. The other route passes through Montpelier to White River Junction, thence down the Connecticut River to Springfield, thence over the *New York, New Haven and Hartford Railroad* to New York Pullman drawing room and sleeping cars run through to New York over this route.

MONTREAL TO THE NORTHERN AND CENTRAL PARTS OF NEW YORK STATE.—The most direct route for these regions is through St. John's and St. Albans, thence by the Ogdensburg and Lake Champlain division of the Central Vermont Railroad to Ogdensburg, or to Potsdam Junction where connection is made with the *Rome, Watertown and Ogdensburg Railroad* for Watertown, Syracuse and all points, south and west.

SOUTH EASTERN, CONNECTICUT AND PASSUMPSIC RIVERS AND MASSAWIPPI VALLEY RAILWAYS.

The recent completion of the *South Eastern and the Massawippi Valley Railways* opens up new and direct routes from MONTREAL and QUEBEC to BOSTON and NEW YORK, to LAKE MEMPHREMAGOG and the LAKE and MOUNTAIN REGION OF NEW HAMPSHIRE.

From Montreal the route is over the *Grand Trunk* to St. John's, P. Q., thence over the *South Eastern Railway* to Newport on Lake Memphremagog, where connection is made with the *Connecticut and Passumpsic Rivers Railway* for the White and Franconia Mountains, Lake Winnepesaukee, Boston, New York and all points south, forming a very direct line.

From QUEBEC the *Grand Trunk* is traversed to Sherbrooke, thence the *Massawippi Valley* to Newport as above.

At Newport connection is made with the steamer *Lady of the Lake*, Capt. Geo. W. Fogg, which makes two trips daily during the summer months to Magog at the other extremity of the Lake, touching at Georgeville and Owl's Head. The sail is a very charming one, among scenery which is seldom surpassed for beauty and sublimity.

From Newport, the line to BOSTON is over the *Connecticut and Passumpsic Rivers Railway* via White River Junction, passing through St. Johnsbury, thence over the *Northern, Concord and Boston, Lowell and Nashua Railroads* to the magnificent passenger Station of the Lowell road in Boston. Pullman sleeping and drawing room cars run on this line between Montreal and Boston.

The line to NEW YORK continues down the Connecticut River from White River Junction through Claremont, Bellows Fall, Brattleboro', Greenfield, Northampton, Springfield, Hartford, New Haven and New York as before described.

For the Mountain and Lake regions of New Hampshire, connection is made with the *Boston, Concord and Montreal Railroad* at Wells River Junction.

OFFICERS—SOUTH EASTERN RAILWAY: A. B. Foster, Manager; H. P. Alden, Sup't.; G. Leve, Gen. Pass. Agt.

CONNECTICUT AND PASSUMPSIC RIVERS AND MASSAWIPPI VALLEY RAILROADS: E. Raymond, Pres't; Geo. Merrill, Sup't.

BOSTON, CONCORD AND MONTREAL RAILROAD.

This road extends from Concord, N. H., to Wells River Junction on the Passumpsic Railroad and from thence to Groveton on the *Grand Trunk Railway*. North of Wells River Junction it is called the *White Mountains Railroad*, including a branch from Wing Road station to Fabyan's near the foot of Mount Washington, the highest of the White Mountain peaks.

MONTREAL AND QUEBEC TO THE WHITE MOUNTAINS AND BOSTON.—The routes to Wells River Junction have already been described, via the *Grand Trunk Railway, South Eastern Railway* &c. From Wells River Junction this road continues to Concord, N. H., where it connects with the *Concord* and other roads to Boston. Through trains are run without change of cars between Montreal and Boston. Sleeping cars accompany night trains.

FROM THE LAKE AND MOUNTAIN REGIONS, TO NEW YORK AND BOSTON.—Pleasure travelers wishing to go from Lake Memphremagog, the White and Franconia Mountains or Lake Winnepesaukee to New York will find a direct and pleasant route via the *Boston, Concord and Montreal, the Concord, the Worcester and*

Nashua, and the *Norwich and Worcester Railroads* passing through Concord, Nashua, Worcester and Norwich and arriving at Allyn's Point in the evening in time to take the fine steamboats of the line to New York, arriving there early in the following morning.

For Boston the route from Concord is the same as before described.—See Central Vermont Railroad.

OFFICERS.—J. E. Lyon, Pres't.; J. A. Dodge, Sup't.

FROM THE MARITIME PROVINCES.

INTERCOLONIAL AND EUROPEAN AND NORTH AMERICAN RAILWAYS.

The *Intercolonial Railway* now, in operation between Halifax and St. John's connects at the latter city with the *European and North American Railway* which extends to Bangor, Me.

From Bangor the *Maine Central Railroad* extends to Portland, where Railways diverge in various directions. Two main lines extend from Portland to Boston, namely, the *Boston and Maine* and the *Eastern*. At Danville Junction connection is made with the *Grand Trunk Railway* which makes direct connections at Portland with the *Boston and Maine Railroad* for Boston, New York and the Southern states.

Another line called the *Shore Line Route* is about being opened from Bangor through Belfast, Rockland and Bath to connect with the *Boston and Maine* at Portland. The part from Danville Junction to Rockland is already in operation and the remaining portion has been placed upon a sure footing and is to be finished in a few months.

LINEs BETWEEN BOSTON AND NEW YORK.

As many of the most convenient routes from the Provinces of Nova Scotia, Prince Edward Island, New Brunswick and Quebec to places in the States pass through Boston and New York a brief description of the several lines between these two cities is given.

OLD COLONY AND NEWPORT LINE.—A favorite route is by the way of the *Old Colony and Newport Railroad* to Fall River or Newport and thence by the steamers of the *Narragansett Steamship Company* through Long Island Sound to New York. The boats of this line are said to be the largest, strongest and most magnificently fitted up of any afloat. They leave Fall River early in the evening and, touching at Newport, arrive in New York early the next morning. During the summer months, evenings in the boats are enlivened by first class concerts by fine bands of music.

Os'low Stearns, Pres't; J. R. Kendrick, Sup't., Old Colony Railroad Station, Boston.

PROVIDENCE AND STONINGTON LINES.—There are two routes passing through Providence and Stonington, one being partly by steamboat, and the other all rail. By the steamboat route, an old and favorite one, passengers take the cars at the Providence station, near the foot of the common in Boston, early in the evening (5.30 P. M.) pass through Providence and arrive at Stonington at 9 P. M., in time to get supper on the boats. Sailing through the sheltered waters of Long Island Sound, they arrive in New York early the next morning.

Shore Line.—The all rail route passes through New London and New Haven, landing passengers in the Grand Central Station in New York. This route skirts the shores of Long Island Sound, and it is claimed to be cooler and more free from dust in the summer, than more inland routes. Drawing room and sleeping cars accompany through trains.

A. A. Folsom, Sup't. Boston and Providence Railroad, Boston, Mass.; A. S. Matthews, Sup't. Stonington and Providence R. R., Stonington, Conn.; E. M. Reed, Gen'l. Sup., New York, New Haven and Hartford R. R., New Haven, Conn.; D. S. Babcock, Pres't. Stonington Steamboat Co. Pier 33 North River, New York.

NEW YORK AND NEW ENGLAND RAILROAD.

—A popular route between Boston and New York is over the above mentioned railroad, (formerly known as the Boston, Hartford and Erie). The passenger station of this railroad is at the foot of Summer Street, in a central and convenient part of the city. Leaving Boston at 6 P. M., the route is over the *Maine Line* of the road as far as Putnam, Conn., passing through Blackstone, Mass.; then over the *Norwich and Worcester Division*, through Norwich, arriving at Allyn's Point on the Thames River about 10 P. M. Here passengers take the fine Steamboats of the line to New York, passing through the sheltered waters of Long Island Sound, avoiding all liability to sea-sickness, and arriving in Newport early the next morning.

Air Line.—An all rail line has lately been completed for through travel, taking this road to Willimantic thence by the *New Haven and Willimantic R. R.* to New Haven where connection is made with the *New York and New Haven Railroad*, landing passengers in the Grand Central Station in New York.

Wm. T. Hart, Pres't., New York and New England R. R. Boston, Mass.;

Charles P. Clarke, Gen'l. Manager, New York and New England R. R. Boston, Mass.;

P. St. M. Andrews, Sup't. Norwich and Worcester Div., Norwich, Conn.

WORCESTER AND SPRINGFIELD ROUTE.—

All rail.—This route is over the *Boston and Albany Rail Road* passing through Worcester to Springfield, thence by the *Connecticut River Rail Road* to Hartford, thence over the *New York, New Haven and Hartford Rail Road* to New York. Passengers are landed in the Grand Central Station. Two trains a day pass over this route. It has a double track the entire distance. Drawing room and sleeping cars accompany through trains.

FROM OTTAWA, PRESCOTT AND EASTERN ONTARIO

CENTRAL VERMONT RAILROAD

Crossing the St. Lawrence on the ferry boat which connects the railways terminating at Prescott, on the Canada side with those terminating at Ogdensburg on the American side passengers go over the Ogdensburg and Lake Champlain Division of the Central Vermont road to St. Albans, thence to all points in New England as already described.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.

From Ottawa the capital of the Dominion, from Eastern Ontario and from adjacent parts of the Province of Quebec, the *Rome, Watertown and Ogdensburg Rail Road* affords the quickest and most direct route to Troy, Albany, New York and all points East and South.

The main line of this road runs from *Rome to Ogdensburg*, (distance 142 miles) through Oneida, Oswego, Jefferson and St. Lawrence Counties. It has three branches, as follows: *Oswego to Richland*, (29 miles), *Watertown to Cape Vincent*, (25 miles), *DeKalb Junction to Potsdam Junction*, (25 miles).

Two express passenger trains leave Ogdensburg daily and two passenger trains leave Potsdam Junction and Cape Vincent daily, connecting at Richland for Oswego, at Rome with express trains of the New York Central and Hudson River Railroad for all points east and south, and at Sandy Creek Junction with *Syracuse Northern R. R.* for Syracuse, Rochester, Buffalo and all points west.

Three express passenger trains leave Rome daily, connecting at Richland for Oswego; at Watertown for Cape Vincent and Kingston; at DeKalb Junction for Canton, Potsdam, Potsdam Junction, and with the *Ogdensburg and Lake Champlain Railroad* for Malone, Plattsburg, Rouse's Point, and all points East; at Ogdensburg with Steamers plying on the great Lakes and the River St. Lawrence; at Prescott with *St. Lawrence and Ottawa Railway* for Ottawa, and the *Grand Trunk* for Toronto and Montreal.

Sleeping cars between Watertown and New York without change.

Drawing Room Cars for Albany and New York and also for Rochester and Niagara Falls leave Cape Vincent and Watertown every morning and returning, arrive every afternoon.

The steamer *Maude*, Captain Coleman Hinckley, Master, runs between Kingston and Cape Vincent twice a day during the season of navigation, connecting with trains on the Rome Watertown and Ogdensburg railroad. She is steel plated and her model is remarkably fine.

OFFICERS.—Marcellus Massey, President, 52 Wall St. at New York; T. H. Tamp, Vice President, J. W. Moak, Gen'l. Superintendent; E. M. Moor, Gen'l. Freight Agent and Ass't. Supt., J. A. Lawyer, Sec'y. and Treas'r. and H. J. Fray, Gen'l. Passenger Agt. — Gen'l. Offices at Watertown, N. Y.

WEST AND SOUTH

GRAND TRUNK RAILWAY.

For the whole of the Province of Quebec and nearly all of Ontario, the *Grand Trunk Railway* offers a direct and continuous route to the cities and towns of Michigan, Ohio, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Nebraska, Kansas, Missouri, Kentucky and Tennessee, and to the Territories and Pacific States.

At Detroit connections are made with the *Michigan Central* and the *Lake Shore and Michigan Southern Railways* leading directly to Chicago and passing through the principal cities of Southern Michigan and Northern Indiana, one route of the latter railway passing through Toledo, Ohio.

At Detroit, a complicated net work of railways, covering the entire lower peninsula of Michigan, converges, and the same is true at Toledo, for the States of Ohio and Indiana, and at Chicago for the States of Illinois, Wisconsin, Minnesota, Iowa and all the other States and Territories above mentioned.

THE BUFFALO AND LAKE HURON DIVISION of the *Grand Trunk* runs through the best portion of the western peninsula of Ontario, connecting, by the International Bridge, the great system of railways which converge at Buffalo, with the navigation of the great lakes at Goderich on Lake Huron. Access is thereby given for the important section of country traversed, either to the north western States and Territories, or to New York, Boston, Philadelphia and all the eastern and southern cities and towns of the United States.

It will be seen, moreover, that not only is the *Grand Trunk Railway* a great avenue of communication between different parts of the Dominion, but it also connects widely separated portions of the United States, and since the gauge has been changed to conform to the general American system, a large portion of the passenger and freight business of the road is derived from business between Canada and the United States as well as between different parts of the States themselves.

GREAT WESTERN RAILWAY.

The *Great Western* is still more an International line than the *Grand Trunk*, being a connecting link in the great thoroughfare between the eastern and western States. It traverses the western peninsula of Ontario, which has been well termed the "Garden of Canada," and lies in the direct route between some of the largest cities and most fertile, populous and wealthy sections of the United States.

From Toronto all points in the United States are reached by passing over the *Toronto Branch* to Hamilton, where it unites with the main line from Windsor to Suspension Bridge.

For NEW YORK and all points east and south connection is made at Suspension Bridge, and, also by the new *Air Line Division*, at Buffalo, over the International Bridge with the *New York Central and Hudson River Railroad* which passes through the most wealthy and populous portions of the State of New York to Troy, Albany and New York, taking on its way the important cities of Rochester, Syracuse, Rome, Utica and Schenectady, and landing passengers to New York in the magnificent Grand Central Station on Fourth Avenue.

For BOSTON, passengers continue on from Albany over the BOSTON AND ALBANY RAILROAD, passing through Pittsfield, Springfield, and Worcester, important cities of the thriving old commonwealth of Massachusetts. This, like the *New York Central*, is among the most substantially built and thoroughly equipped roads of the country, having a double track of steel rails the entire distance from Boston to Albany 200 miles.

Over these two roads, which occupy the first rank in the States as great thoroughfares between the east and west, trains run with almost perfect regularity. The time from Boston to Chicago, via the *Boston and Albany*, *New York Central*, *Great Western*

and *Michigan Central Railway* by through express trains is about thirty-four hours;—from New York about thirty-two hours. Drawing room and sleeping cars accompany all through trains.

For CHICAGO and all points west, close connections are made with the *Michigan Central Railroad*, the passenger cars being taken over the Detroit River on the immense ferry boats of the line. Drawing room and Sleeping cars go through without change. Here and at Sarnia, connections are made with the net work of American railways extending over the western and southern States and to the Pacific States and Territories.

CANADA SOUTHERN RAILWAY.

This new and important road promises to be a successful candidate, not only for the local business of the section which it traverses, but for the trade of western Canada with the States as well as for through business between the States themselves. It forms a part of the most direct route between Chicago and Buffalo as already stated in the description of the road p. 58. Connecting at Buffalo with the *New York Central* and *Errie Railways* convenient access is had to all the eastern and southern States. From its western connections at Detroit, Toledo and Chicago, all parts of the western States and Territories and the Pacific coast are reached. The *Toledo, Wabash and Western Railway* connecting at Toledo is an important feeder from points on the Mississippi River, etc.

The easy grades, steel rails and sumptuous cars of this road will doubtless cause it to become very popular.

For Wisconsin and Minnesota the St. Clair Branch connects with Michigan roads terminating at various ports on Lake Michigan from whence steamboats cross the lake to Milwaukee and other Wisconsin ports.

NEW YORK CENTRAL AND HUDSON RIVER RAILWAY.

Going East, connection is made with the *New York Central and Hudson River Railroad* at two points, namely,—at Suspension Bridge, near Niagara Falls, and at the International Bridge at Buffalo.

This Railway is one of the most complete and substantially built in the United States.

It has a double track of steel rails, a solid road bed and is well entitled to the high popularity it has attained as part of a great thoroughfare between the East and the West. It passes through the most fertile, populous and wealthy part of the great State of New York, and has had much to do in the building up of the beautiful cities and villages which abound along its entire length, from which in turn it now derives a large revenue.

Its course from Buffalo and Suspension Bridge is, almost directly east to Albany, from whence it follows the Hudson River to New York City. It has the advantage of a direct line and on easy grade.

Wagner's drawing room and sleeping cars attend all express trains which are run through to New York City. Express trains also run to Boston, via *Boston and Albany Railroad* from Albany, without change. A sleeping car from

Watertown on the Rome, Watertown and Ogdensburg Railway is attached at Rome every evening, and a drawing room car from Cape Vincent and Watertown every morning, to an express train for New York. The traffic over this popular thoroughfare has steadily increased from the first and has now become so great that the company are compelled to build another double track at an expense of about twenty millions of dollars.

This work has been in course of construction during the past two years (1873-74) and when completed it will make up with the existing line the first *Four Track Railway* in the country. The two northerly tracks will be used for the freight trains, thus leaving the two southerly tracks for the exclusive use of the passenger trains.

A very ingenious and simple contrivance is in use on this road by which water is taken on to supply the engines of the fast trains while in full motion. It is a sort of *scoop* arrangement and consists of a trough of water between the rails into which an iron pipe shaped for the purpose is dropped. The force of the train drives the water into the tank, filling it in going about twelve hundred feet. Through trains are run from New York to Chicago in about thirty-four hours.

OFFICERS. This road is under the presidency of Cornelius Vanderbilt, who has been styled the *rail road king* of America. Wm. H. Vanderbilt is Vice President, J. M. Toucey, Supt. Hudson River Rail Road, J. Tillinghast, Supt. of New York Central Rail Road and C. H. Kendrick, Genl. Passenger Agent. The Grand Central passenger station recently completed on Fourth Avenue in New York City is one of the finest in the country, and is a noble specimen of architecture and engineering. When the improvements to the road now projected and in course of construction are completed the New York Central and Hudson River Railway will take the lead of the railways on

this continent if not in the world, in the magnitude of its business and completeness of its appointments, while the rate of passenger fare is believed to be the lowest in the world, namely: one penny (two cents) per mile.

ERIE RAILWAY.

Another important and popular route for New York and all points east and south is by the *Erie Railway* which connects with the *Great Western* at Suspension Bridge and with the *Grand Trunk, Great Western and Canada Southern* at Buffalo. This line is quite direct, forming the hypotenuse of a triangle of which the *New York Central and Hudson River* form the other two sides.

It traverses the southern border of New York State in the beautiful valleys of the Susquehanna and Delaware Rivers, passing through the cities of Hornellsville, Corning, Elmira, Oswego and Binghamton. Much of the scenery along the route is noted for its picturesque beauty, varying from the quiet pastoral landscape to scenes of wild sublimity.

New York passengers are landed at the ferry house of the Company on the Hudson River near the foot of Chambers St., or at Twenty-Third St., some distance above, as they may prefer. The lower ferry is conveniently situated for passengers going to Europe, or by either of the Long Island Sound routes to Boston, while the upper ferry is near the large up town hotels.

This road also connects at Buffalo with the *Grand Trunk and Canada Southern Railways* and through them, with the *Michigan Central* and *Lake Shore and Michigan Southern* for Chicago and the Pacific Coast.

At Waverly on the Erie line, connection is made with the *Lehigh Valley Railway* for Philadelphia and Southern Cities.

MICHIGAN CENTRAL RAILROAD.

Although this great railway does not pass through any portion of Canada it is so intimately connected with important Canadian lines as to deserve especial mention among American roads.

The following roads are owned or controlled by the *Michigan Central Railroad Company*.

<i>Main Line</i> .—Detroit to Chicago.....	284 miles.
<i>Jackson, Lansing and Saginaw Division</i> .—Jackson to Gaylord.....	236 * "
<i>Air Line Division</i> .—Jackson to Niles	103 "
<i>Grand River Valley Division</i> .—	
Jackson to Pentwater....	178 "
<i>Joliet Division</i> .—Lake to Joliet.....	45 "
<i>South Haven Division</i> .—Kalamazoo to South Haven.....	39 "
<i>South Bend Division</i> .—Niles to South Bend.....	11 "

Total..... 896

It will be seen that this road and its branches have a general convergence at Detroit, bringing this city, as well as Jackson and Lansing, into railway communication with all parts of the State. As has already been shown, in mentioning the connections of the *Grand Trunk, Great Western and Canada Southern Railways*, it forms an important connecting link in the great railway thoroughfare from New York to Chicago and the Pacific coast, *via* Canada.

Its local connections are being continually increased by its energetic president, and the efficiency of the general and local superintendents is manifested in its remarkable freedom from accidents, in the punctuality with which the trains are run and in the general regard for the comfort and convenience of travellers.

OFFICERS: Jas. F. Joy, *Pres.*, Detroit, Mich.; H. E. Sargent, *Genl. Supt.*, Chicago, Ill.; C. H. Hurd, *Assist. Genl. Supt.*, Detroit, Mich.

* This division will soon be completed to Cheboygan on the Straits and to Mackinaw City, 50 miles.

CANADIAN STEAM NAVIGATION

BY

WM. CANNIFF, M. D., M. R. C. S., (ENG.)

AUTHOR OF "PRINCIPLES OF SURGERY" AND "SETTLEMENT OF UPPER CANADA,"

DEAN MEDICAL FACULTY OF THE UNIVERSITY OF VICTORIA COLLEGE, TORONTO.

INTRODUCTION.

Among the many advantages belonging to the Dominion of Canada is its unmatched water limits. The eastern boundary of the vast domain looks out upon the restless waters of the Atlantic, and the western confines are laved by the more quiet but imperious waves of the Pacific; while extending inland from the former stretches for many a hundred miles, broad navigable rivers, lakes and bays. All these waters both salt and fresh are exceedingly rich in various kinds of fish, and what is more important for our purpose they form a highway along which may pass the elements of wealth to enrich our land—constituting arteries though which will flow the nutriment to secure the growth and development of a great nation. These natural channels of trade and commerce have already been used; and although the Dominion is yet in its infancy, it already ranks third in the list of maritime nations. Judging from the present, the future is full of promise to our land. So full that one would hesitate to fix a limit to its greatness. But let us glance at the extent of this wealth of waters.

AREA OF CANADIAN WATERS.

It is computed by the Census Branch of the Department of Agriculture that the total drainage of the inland waters of Ontario amounts to 3,881,729 acres; those of Quebec, 3,728,236 acres; those of New Brunswick, 98,870 acres; and those of Nova Scotia 525,600 acres. These returns compute the lineal extent of sea coast, not calculating indentations of the land, at 1,164 statute miles for Quebec; at 545 statute miles for New Brunswick; and 1,170 statute miles for Nova Scotia; total 2,879 statute miles. Also "The extent of the marine league of maritime jurisdiction and the exclusive right to sea fishing grounds which follows it, covers (save what may be conceded by treaties) consequently an area of about 9,947 square statute miles or 25,761 square kilometres." The aggregate area of the Canadian portion of those large freshwater seas called Lake Ontario, Erie, Huron, and Superior, divided by the boundary line between Canada and the United States, and of that immense sheet of salt water surrounded by British territory forming the mouth of the River St. Lawrence and its Gulf, as also of the Baie des Chaleurs and the Bay of Fundy, is given in detail as follows:—

"The area of the Canadian part (Ontario) of the frontier waters of the St. Lawrence and its great Lakes may be estimated at 27,094 square statute miles, or 70,171 square kilometres.

"The area of the mouth of the St. Lawrence, from Point des Monts to Anticosti, is about

"equal to 9,201 square miles, or 23,830 square kilometres.

"The total area of the Gulf, washing the shores of the Provinces of Quebec, New Brunswick, Nova Scotia, Newfoundland, Prince Edward Island, and the small French colony of Miquelon, may be computed at 78,300 square miles, or 202,789 square kilometres.

"The area of the Baie des Chaleurs, between the Provinces of Quebec and New Brunswick, is equal to 1,923 square statute miles, or 4,980 kilometres.

"The area of the Bay of Fundy, between the Provinces of Nova Scotia and New Brunswick, is equal to 5,403 square miles, or 13,994 square kilometres."

EARLY NAVIGATION.

These magnificent water ways were used by the aborigines long before the European had trod the soil of the New World. Along the shining rivers, over the bright waters of the lakes and bays their light bark canoes were wont to glide and dance as they sought the distant hunting grounds, or silently follow the war-path among hostile tribes. And after the discovery of Canada, when the daring sons of France had planted her standard on the banks of the St. Lawrence, the intrepid explorer penetrated the very heart of the continent by journeying along these natural roads. In this way the most important discoveries were made. Mission fields were opened, trading posts planted, and settlements effected. By these avenues the fur trade with the Indians was established, and for almost two centuries carried on. Also, these water channels often became the scene of warlike displays as England and France contended for supremacy among the Indian tribes. As colonization progressed the bark canoe no longer was the only water-vehicle employed; the French introduced the *Bateau*, the U. E. Loyalists the *Schenectady*, and the Americans the *Durham* boats. All of these were flat-bottomed and intended to stem the currents and rapids. Traveling by these boats was of the most tedious character, and distances now traversed in less than twenty hours, then took even weeks to accomplish.

The sailing vessels by which the first colonizers crossed the Atlantic were of small tonnage. These vessels ascended the rivers as far as navigation permitted. It is almost 200 years since the first sailing vessel cut the water of Ontario and the upper lakes. The varying fortunes of those who ventured to build these boats constitute a history full of interest. A hundred years later and but few sails yet whitened the inland lakes. These mostly belonged to the Royal Navy; but after the Revolutionary war they were em-

ployed to carry passengers up and down the lakes.

The first Canadian merchant vessel was built at the mouth of the Niagara river in 1792. She was named the *York*. Merchant vessels gradually increased in number during the first two decades of the present century. It is worthy of notice that Canada took the lead in building the early vessels upon the lakes.

INTRODUCTION OF STEAM NAVIGATION.

But a new era in water navigation was to be inaugurated, and Canadian water was to be one of the first places in which a novel power was to be tested. Many great discoveries have seemingly been accidental; but the probabilities are that as the field of science is cultivated up to a certain point new ideas are the natural outcome of that cultivation.

An idea may be conceived and then long remain in a state of incubation before it grows and develops into a reality. The steam engine invented by Watt was the fruit of an idea conceived years ago by Solomon de Caus. So great and manifest a power could not long remain unemployed, and the application of steam power to move machinery and propel vessels was but the natural sequence.

The changes wrought by the use of steam in propelling vessels have already almost ceased to be hidvellous; so soon do we become accustomed to everything which conduces to the advantages and comforts of civilized life. Yet only seventy years ago a steamboat was unknown. Today by means of steam navigation letters are conveyed across the Atlantic in little more than a week, and almost every day a fresh English mail is opened. While by means of the telegraph hourly communication may be held. But eighty years ago the mails from England were received in America only twice a year.

America enjoys the honour of having produced the first steamboat in the world, and Canada is entitled to the credit of building the second one. The first steamboat was constructed by Robert Fulton of New York, and launched upon the waters of the Hudson river in 1807. She was 150 tons burthen, and was named *Clermont*. The second steamer was built by John Molson and launched at Montreal the 3rd of November 1809. She was called *Accommodation*, and plied between Montreal and Quebec. Ten persons took passage the first trip, and 36 hours were occupied in the voyage. So great was the wonder that the whole city of Quebec turned out to see her enter the harbour. The fare was eight dollars down and nine up. It was at least ten years later before the first steamer ventured across the Atlantic. And it is stated by an American paper that the first steam-

ship which made the voyage under steam through-out across the Atlantic, was the *Royal William* in 1833. This same authority says the vessel was of 180 horse power, and 1000 tons burden, and was built at Three Rivers on the St. Lawrence.*

THE FIRST STEAMER ON THE LAKES.

The first steamboat to run upon the Canadian Lakes was the *Frontenac*, built upon the shores of the Bay of Quinté, at Bath, eighteen miles from Kingston. The keel was laid in October, 1815, and the vessel was launched on the 7th September the following year. This enterprise was undertaken by a joint stock company consisting of representatives from Kingston, Prescott, York, Niagara and Queenston. In reply to an advertisement, two persons made tenders for the contract. Notwithstanding a bitter feeling still existing against the Americans arising out of the recent invasion of Canada, the contract was given to Harry Teabout, representative of a firm at Sackett's Harbour. The contract price of the wood-work was £7,000; the engine cost also £7,000. When completed, however, the total cost amounted to about £20,000. The length of the keel was 150 feet, of the deck 170 ft., the width 32 ft.; tonnage about 700; the two paddle wheels had about 40 ft. each. The machinery was imported from England. A writer of that day says of the *Frontenac* "that her proportions strike the eye very agreeably; and good judges have pronounced this to be the best piece of naval architecture of the kind in America." This event introduced a new era in the prosperity of the country, and created a great deal of interest among the settlers of Upper Canada. On the 7th of June, the *Frontenac* left Kingston on her first trip, commanded by Capt. James McKenzie, of the Royal Navy, who had assisted in fitting her up. She plied between the head of Lake Ontario and Prescott, and made the round trip once a week. Capt. McKenzie continued in command as long as she was seaworthy. This gentleman who has been called "the father of steam navigation in Upper Canada," afterward sailed the *Alciopé*. He died in 1830, and was very much esteemed. We are informed that the *Frontenac* at one time undertook to run to Montreal, but when near Alexander Bay she ran upon a shoal. This point is still known as "Frontenac Shoal."

About the same time the *Frontenac* was built, a small steamboat was launched at Sackett's Harbour. She was a slow vessel and plied between Queenston and Ogdensburg, but did not prove very profitable.

BAY OF QUINTE STEAMERS.

Shortly after the *Frontenac* was completed a second steamboat was commenced at the same

*A writer in the *New Dominion Monthly*, in an article on "Canada's Early Marine," which seems to have been taken from Dr. Condit's "Sketches of the History of the Province of Ontario," says that the *Royal William* was built at Three Rivers, and that it was the first steamship built in the Province.

TO THE EDITOR OF THE GAZETTE.

Sir, The *Montreal Witness*, giving extracts from the *New Dominion Monthly*, states that in 1833 the *Royal William* was built at Three Rivers on the St. Lawrence, and was intended to sail between a Nova Scotia port and the Gulf of St. Lawrence. The above is not correct.

The ship was built by J. S. Campbell, in Quebec, for a private company of subscribers, to run between Quebec and Halifax. She did so for two years, and as she did not pay, was sent to London as a steamship, and was the first that crossed as such. She was sold to the Portuguese Government, and used as a frigate for several years. In April, 1838, the first steamer arrived in New York from Great Britain.

AN OLD QUEBECER.

place. This was the *Queen Charlotte*, which became the pioneer steamer upon the Bay of Quinté. She was launched and commenced sailing in the early part of 1818. Her route was from the head of the Bay of Quinté to Prescott, making trips twice a week. For a few weeks the *Charlotte* was commanded by Capt. Richardson, an old naval veteran who lived at Picton. He was succeeded by Capt. Mosier, who had for some years been a successful commander on the Lake. The fare from the head of the Bay to Prescott, meals included, was five dollars. During the two following seasons the *Charlotte* was in command of Capt. Dennis. The next year Capt. Gilderslieve took charge, and continued to sail her until she was laid aside from age, a period of nearly twenty-eight years. As may be supposed this steamboat was a great boon to the inhabitants of the Bay District. At first she was not remunerative to the stockholders, but under the management of Capt. Gilderslieve she became profitable.

The *Kingston*, which succeeded the *Queen Charlotte*, upon the Bay, was built by a joint stock company, we believe at Niagara. She was a fast boat and for a time had run between Toronto and Hamilton, under the command of Capt. Ives. On the Bay, the *Kingston* was at first commanded by John Grass, afterwards by Mr. Harrison.

The *Sir James Kemp* followed. She was the last steamboat built at Bath. Her route was from Belleville to Prescott; and rate of speed from 10 to 12 miles an hour. At this time Gilderslieve commenced to build at Kingston. As one of the oldest and most important ship-builders and owners in Upper Canada, Mr. Gilderslieve requires a brief notice. The son of a ship-builder on the Connecticut River, he came to Kingston while the *Frontenac* was in course of construction. He assisted to finish this vessel, and to build the *Queen Charlotte*. He superintended the building of the *Sir James Kemp*, and then commenced operations at Kingston. In the ship-yard established by him were built a good many vessels which performed good service on the lake, river and bay. Among these was the *Commodore Barry* which was then noted for having two engines, and which in its third year collided with the schooner *Kingston* at night, and immediately sank. Also the *Prince of Wales* in which was placed the engine which had belonged to the *Sir James Kemp*. The *New Era*, the *Bay of Quinté*, beside others were here constructed. Mr. Gilderslieve was a man of great enterprise, honest integrity; and he acquired a great deal of wealth. His death, which took place in 1851, was a cause of much regret among his many friends.

In 1821, the steamboat *Prince Edward* was built at Garden Island. She was intended for service on the Bay of Quinté. The *Brockville* was placed on the Bay in opposition to the *Prince of Wales*, at a later date. She was commanded at first by Chrysler, and afterwards by Bonter, and ran two seasons. The *Fashion*, Capt. Bonter, followed. The *St. Helen* was built by a Company, and for a number of years plied between the head of the Bay and Montreal, making the round trip once a week. She was sailed by Capt. Chrysler. The *St. Helen* became the property of Mr. McCaughey. She was finally wrecked while on her way to Montreal in the Rapids. While the *Farmer*, Capt. Chummins, ran between Kingston and Picton.

During the last ten years several small boats have plied between Belleville, Picton and Napanee. Among these we find the *John Gurney*, Capt. Porte, the *Quail*, Capt. Morden.

A steamboat line between Belleville and Oswego has existed for several years, generally making the round trip twice a week. The *Kincardine*, Capt. G. M. Reid will make semi-weekly trips, leaving Belleville every Monday and Thursday, and calling at most of the intermediate ports.

The steamer *Rochester*, Capt. J. J. Campbell, leaves Belleville: Mondays, Wednesdays and Fridays, Belleville at 5 a. m.; Picton at 8 a. m., arriving in Kingston about 12.15 p. m. Tuesdays, Thursdays and Saturdays, Belleville at 2.45 a. m.; Picton at 6 a. m., arriving in Kingston about 10 a. m. Returning, leaves Kingston daily (Sundays excepted) at 3 p. m., arriving at Picton about 7 p. m., and Belleville at 10.30 p. m.

We have obtained somewhat indefinite information regarding a small boat, built on the River, below, which was constructed like a basket. She plied for a time between Belleville and Prescott, and was ultimately wrecked in Burlington Bay.

LAKE ONTARIO STEAMERS.

We have already given an account of the first steamer, the *Frontenac*, which sailed the waters of Lake Ontario. This vessel was built at Bath, which at that time was one of the centres of civilization in Upper Canada. But as the country became settled, and extended westward, and York began to assume the importance of a Capital, other places were found more suitable for ship-building. Mr. Gilderslieve began to carry on his operations at Kingston. Prescott also presented a suitable place for the construction of boats, and Niagara shortly became the scene of activity from the presence of a ship-yard. At a few other points steamboats were also built from time to time.

At Prescott about 1822, a small steamboat was built by a joint stock company. She was commanded by Capt. McDonald.

The immediate successor of the *Frontenac* was the *Niagara*, built about 1829, sailed by Capt. Mosier. Her rate of speed was 1.011 eight to nine miles an hour. The *Queenston*, built by the Hon. John Hamilton, and commanded by Capt. Whitney, ran also about the same time between York and Prescott. One of the steamboats of that period was formed out of the schooner *Union*, at Brockville, and was for a time sailed by Capt. Mosier. Another steamboat at that time running between York and Prescott was the *Alciopé*. She was built shortly after the *Queenston* by Mr. Robert Hamilton. She had a high pressure engine with boilers on deck; commanded by Capt. Graham.

About the year 1830 the *Great Britain* was launched at Prescott, the Hon. John Hamilton being the owner, and was under the command of Capt. Whitney. Her route was between Toronto and Prescott. The *Canada* was built in 1831 and commanded by Capt. Richardson, afterward Master at Toronto. *William the Fourth*, owned by a joint stock company, was launched at Prescott, and also plied for some time between Toronto and Prescott with Capt. McDonald in charge. In 1834 the *Cobourg* was built at Cobourg by a joint stock company. Capt. McIntosh took command. This boat also for a time ran between Toronto and Prescott. Prior to the building of the *Great Britain* the engines had been made

at Montreal, but for the *Cobourg* the engine was manufactured at Toronto.

About 1835 the *St. George* was built at Kingston by a joint stock company, and was sailed by Capt. Elmsley between Toronto and Prescott.

The *Commodore Barry*, before referred to, was owned by a company, Mr. Gilderslieve being the principal stockholder. She likewise was placed on the route between Toronto and Prescott. She was wrecked by colliding with a schooner off Long Point. Mention is made of a steamboat built by Donald Bethune at an early date which ran for a time on the Bay of Quinté, and afterward between Toronto and Hamilton.

We have been unable to procure accurate information of all the steamers, the order of time at which they were built, and their routes of service, but the following statements furnished by Capt. Twohy, of Hamilton, is entirely reliable. He says:

In 1833, when I came to Canada, a steamer left Prescott every day for Toronto and Hamilton and Niagara. The names of the boats forming the line were the *Great Britain*, *William the Fourth*, *St. George*, *Cobourg*, *United Kingdom*, and *Commodore Barry*. The American steamer *United States* left Prescott every Sunday for the head of the lake. The Canadian steamers were ahead of the requirements of the country at that time. The traffic and travel were not sufficient to make steamboat enterprise remunerative. There had been the year previous, 1832, a large immigration which had no doubt stimulated steamboat building.

For a while the lake line of steamers connected at Prescott with what was termed the steam wheel vessel, the *Iroquois*, which descended the rapids. She was, however, found unsuitable for the purpose and soon laid aside.

The exigencies of those early times gave birth to several projects of more or less novelty. Different kinds of engines were manufactured, and steamboats were constructed after new designs with the view of navigating the rapids, securing greater speed, or of economizing. We learn that the *John By* had a paddle wheel placed across the stern. The first put in was too large and had to be removed. Her route was between Toronto and Hamilton, under the command of Capt. Kerr. Her existence was terminated by running ashore a short distance above the river Credit.

For many years the steamers on Lake Ontario passed down the St. Lawrence no further than Prescott. The rapids between this point and Montreal was a serious barrier to the progress of the country. As we have pointed out had the St. Lawrence been navigable from its mouth to the upper lakes, it is impossible to conjecture how much more rapidly the country would have become settled; and to what a position Canada would by this time have attained. It was a long time after steamers had been plying upon the lakes before an effort was made to navigate the river between Prescott and Montreal. The first person to act in the matter we believe was Capt. Whitney. He succeeded in forming a joint stock company in 1837 or '38 to construct a boat for the especial purpose of navigating the rapids. She was built in the form of two mizzen, with beams across, the paddle wheel being placed in the middle. But for some reason the venture failed; and the boat did not run at all.

The first steamboat to run the rapids was the *Iroquois*, which was formed something like a scow. She went down as far as Dickinson's Landing.

We now approach the period between 1840 and 1850. The commencement of this decade was noted for somewhat extensive ship-building. About the year 1838 or '40 a steamer at first called the *Ontario* was built at Niagara. She was a fast boat and it is said made the quickest passage recorded, between Niagara and Toronto, being two hours from light-house to light-house. She was taken to Montreal, and her name changed to *Lord Sydenham*. She then plied between Montreal and Quebec.

The steamer *Traveller* built by the Hon. John Hamilton, ran between Toronto and Prescott. She was in charge of Capt. James Sutherland. This gentleman was among those killed at the terrible catastrophe of the Des Jardins Canal. The *Passport* was also built by the Hon. Mr. Hamilton, at Kingston. She was noted as an iron boat, the hull of which was built in Scotland. The *Magnet*, also an iron boat, and owned by the same parties, plied between Hamilton and Kingston. Capt. Sutherland, above mentioned, was part owner and for a time commanded her. She was afterward sailed by Capt. H. D. Twohy. We learn in connection with the facts we have gathered of the *Magnet*, that Capt. Sutherland proceeded to England and obtained from the British Government the sum of £5000. In consideration of this payment she was to be at the service of Government at any time when occasion might require and was built unusually strong, with extra heavy beams, &c. This was just after the rebellion of 1837-38.

In 1840, a company was formed at Niagara, called the "Niagara Harbour and Dock Company." Under them Mr. Heron, and Donald Bethune built a number of steamboats, which formed what was called the "Black Line." All of the vessels being painted black. They consisted of the *Sovereign*, the *Princess Royal*, the *Gore*, the *Experiment*, the *Niagara* and the *Chief Justice Robinson*. They formed a Royal Mail Line. Of these, the *Princess Royal* was commanded by Capt. Colclough. She was afterward purchased by Capt. Elmsley. The same parties also built the *City of Toronto* which was a few years ago converted into the steamer *Algoma* a well known and popular boat.

The *America* was launched about the year 1840, and was sailed by Capt. Gordon, running between Toronto and Rochester. The *Admiral*, built in 1842 was also for a time under the command of Capt. Gordon. Her route was between Hamilton, Toronto and Rochester. The *Elips*, the *Bowmanville* and the *Peerless* soon followed as Lake Ontario steamboats. In 1843 or 1844 the *Queen Victoria*, the *Canada*, and the *Transit* were built. The last mentioned being commanded by Capt. Richardson.

The steamer *Abuel* was launched at Hamilton, by Mr. Harrison who also commanded her for a time. Her route was between Hamilton and Kingston, until destroyed by fire at Hamilton. Her place was taken by the *Europa* with Mr. Harrison as commander. She was afterwards taken to Lower Canada for service on the St. Lawrence below Montreal.

Among the incidents in connection with early steam navigation we may mention that in 1838 the *Experiment*, a small boat owned by the Imperial Government, was on service at Prescott, when the United States steamer was seized by the militia. She was commanded by Lieut. Fowl. When the United States steamer was engaged in

carrying re-inforcements to the Yankee invaders which were shut up in the windmill, the *Experiment* sent a shot from a six-pounder which took off the head of the Yankee wheelman, and caused the filibustering vessel to beat a hasty retreat to Ogdensburg.

In 1848, the year of the Irish famine, the *City of Toronto*, *Princess Royal*, and the *Sovereign* carried, at the expense of the British Government, some 25,000 indigent immigrants.

We believe that several Canadian built steamers were, during the late civil war in the United States, taken to assist in forming the fleet of blockade vessels and others to run the blockade. At all events the *Arabian*, which was built at Niagara by Mr. Heron became a blockade runner and was finally lost off the coast of Florida.

As the trade of the country increased steam vessels were employed exclusively for forwarding purposes. About the year 1843 and shortly after a number of freight boats with side paddle wheels near the stern were placed on the lakes and rivers by a company of Forwarders. On account of their peculiar construction they were called the *polliwogs*. Among these were the *Rose*, *Shamrock*, *Thistle* and *Dart*.

It cannot be recored that the first steamboat proprietors on Lake Ontario and the St. Lawrence found their investments satisfactory, with the exception of Mr. Gilderslieve.

At the present time the "CANADIAN NAVIGATION COMPANY," has two lines daily, Royal Mail and Express lines of steamers, between Hamilton and Montreal, calling at Beauharnois, Cornwall, Prescott, Ogdensburg, Brockville, Alexandria Bay, Clayton, Gananoque, Kingston, Oswego, Charlotte, Cobourg, Port Hope, Darlington.

These magnificent lines are composed of the following first-class steamers, viz:

<i>Corsican</i> (composite)	- - - -	Capt. Sinclair
<i>Spartan</i>	" - - - -	" Dunlop
<i>Corinthian</i>	" - - - -	" Farrell
<i>Passport</i>	" - - - -	" Sherwood
<i>Athenian</i>	" - - - -	" Morley
<i>Magnet</i>	" - - - -	" Bailey
<i>Bohemian</i>	" - - - -	" McCoy
<i>Abyssinian</i>	" - - - -	" Estes
<i>Algerian</i> (new)	" - - - -	" Kelley

The steamers leave the Canal Basin, Montreal, at 9 o'clock every morning (Sundays excepted), and Lachine on arrival of the train leaving the Bonaventure Street Station at noon, for Hamilton and intermediate ports, making direct connections at Prescott and Brockville, with the railways for Ottawa City, Kemptville, Perth, Arnprior, &c.; at Toronto and Hamilton with the various railways and steamboat routes for Collingwood, Sault Ste. Marie, Fort William; and Stratford, London, Chatham, Barrie, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, and all places West; and with the steamer *City of Toronto*, for Niagara, Lewiston, Niagara Falls, Buffalo, Cleveland, Toledo, Cincinnati, &c.

The Express Line leaves daily at 7 o'clock A. M. (Sundays excepted), and from Lachine on arrival of 9 o'clock A. M. train, direct for Ogdensburg, Alexandria Bay, Clayton, Oswego, and Rochester. Connecting with the New York Central Railway for Niagara Fall and Buffalo.

The steamers of this line are unequalled, and for the convenience of travellers which cannot be

surpassed. They pass through all the rapids of the St. Lawrence, and the beautiful scenery of the Lake of the Thousand Islands by daylight.

The steamer *Norseman*, Capt. Crawford, sails between Port Hope and Rochester. And the *City of Toronto*, commanded by Capt. James Dick, runs between Toronto, Niagara and Lewiston. A steamer also plies between Toronto and Port Dalhousie every week.

The Merchants' Lake and River Steamship Line is prepared for the season with a fleet of twenty-five first-class passenger and freight steamers, and will run them during the season of 1874 between Montreal and Chicago and all intermediate ports. The names of the vessels that will call at ports on Lake Ontario and St. Lawrence are the *America*, *Canada*, *Calabria*, *Celtic*, *Dominion*, *Dromedary*, *East*, *Lake Michigan*, *Osprey*, *Persia* and *York*. Those composing the line that will run between Montreal and Chicago will be the *Argile*, *Asia*, *Columbia*, *California*, *City of St. Catharines*, *Prussia*, *Scotia*, *Lake Erie*, *Lake Ontario*, *Lincoln*, *Ocean*, *Clinton*, *Europe* and *Sovereign*. This array of vessels is so large that a daily line has been organized, and vessels will thus call each day at each port on the route, and as they are fitted up with every comfort and convenience for passengers, they cannot but become highly popular with travellers and tourists. Besides, this is the largest Canadian Through Line ever formed from Montreal, and running in connection with the Allan, Liverpool and Glasgow Lines, Dominion Line and Temperley's London Line of Ocean Steamships; also forming close connection with the other lines of steamships and first-class iron clipper sailing ships. The names of the agents are James Norris, Sylvester Neelon, Capt. P. Larkin, St. Catharines; J. D. Mackay, J. B. Fairgreave, Hamilton, and G. E. Jaques & Co., Montreal and Toronto, and it is promised that all freight will have quick despatch by this line.

STEAM NAVIGATION OF LAKE ERIE AND THE UPPER LAKES.

In the chain of rivers and lakes which stretch from the Atlantic away to the North-West, Lake Erie is irregularly linked. Its geographical position was such that it never formed during the French reign in Canada, and subsequently in the settlement of the country, to any extent a water way for travel or commerce. Lying along the southern boundary of the peninsula of Upper Canada, it could not form a highway to the same extent as the other lakes. The early navigators to the North-West found a more direct way by passing up the Ottawa, crossing to Lake Nipissing, and thence down the French River to the Georgian Bay, and occasionally by going up the Bay of Quinte, the River Trent; and sometime by way of the River Don to Lake Simcoe. In the settlement of Upper Canada almost every part of the Province could be conveniently reached without approaching Lake Erie. But although thus situated out of the direct way, Lake Erie would doubtless have been to a greater extent a route of travel, had it not been for the barrier to navigation in the existence of the Niagara Falls. This wonder of the world, although forming a charming feature on the face of the continent has always greatly retarded navigation upon the Upper Lakes. The construction of the Welland canal has to some extent overcome the difficulty, but by no means entirely.

It was many years after the *Frontenac* first sailed on Ontario, before any steamer was launched on Lake Erie. And the requirements of the country did not, then, demand vessels of so large a tonnage. We believe it was in the early part of the fourth decade, when the first small steamers were placed on the upper waters of the Niagara and Lake Erie. Mr. Robert Hamilton was the pioneer in this field. Among the first steamboats to run on Lake Erie were the *Chippewa*, the *Emerald*, which plied between Chippewa and Buffalo, the *Kent*, which was lost in 1845 by sinking, the *Ploughboy*, owned by a Company in Chatham, and the *Clifton*.

But if navigation on the Canada side of Lake Erie was always limited, such was not always the case on the other side. There was a period when an immense stream of travel flowed up and down by American steamers.

Prior to the completion of the railways along the south shore of Lake Erie, and the Great Western of Canada, American steamboat navigation on this lake was comparatively extensive. From Buffalo four lines took their departure,—to Cleveland, Toledo, Sandusky, and Detroit. This was the great thoroughfare between New York and all the Eastern States, and the West, then just beginning to be opened up. A stream of travellers nightly, from the cars all hot and dusty, poured down into one of the splendid steamers waiting to receive them. This pleasant change made this route very popular. As many as 1,500 passengers have been seen on one steamer. These were palmy days for the proprietors. But the railways utterly destroyed them.

Although at the present time navigation on this lake is limited, the hope may be entertained that in the not very far off future, the enlargement of the canals on the St. Lawrence, and of Niagara, will open the way for the development of steam marine in Canada, far beyond the present most sanguine expectations. By this means the wealth of the Great West on the one hand, and of Europe on the other would ceaselessly flow by our door; and at the same time commerce and intercourse between the Maritime Provinces, and Western Canada would be immeasurably increased.

LAKE HURON STEAMERS.

The circumstances we have mentioned which affected navigation on Lake Erie, to some extent operated in connection with Lake Huron. At least, the southern portion of this lake was only to a limited extent a highway for travel and trade. The traffic upon this part of the lake has been confined principally to such as arose from direct intercourse between Canada and the United States. But the more northern parts of Lake Huron, especially the Georgian Bay, have been from time immemorial the way of travel, by the Indians, the French explorers, the North-West traders, the settlers; and also for modern commerce.

The pioneer vessels on Lake Huron have been unfortunate, both sailing and steam vessels.

The *Griffon* which was launched on the Niagara above the Falls, nearly two hundred years ago by La Salle, being the first sailing vessel on the Upper Lakes, was, on her return from Lake Michigan, lost on the waters of Lake Huron. And about the middle of the present century a pioneer steamer met with a similar fate. The "Montreal Mining Company" which had commenced operations at the Bruce Mines near the upper end of Lake Huron, had a steamer built at

Montreal which was named the *Bruce Mines*. She was employed in carrying supplies to the mines, and the copper ore down to Quebec. Capt. Fraser who was for a time in command, informs us that the ore was discharged directly from the "Bruce Mines" on board one of the Allan steamers for conveyance to England. But this steamer had a short existence. In the fall of 1854, when making her last trip from Montreal, where she had received a full load of machinery for use at the mines, and stores, having reached Lake Huron, she encountered unusually rough weather, and when off Cape Hurd she foundered. In consequence of the pumps breaking down it was impossible to keep her afloat, and she sank some seven miles from land. The crew with the few passengers were saved by boats, excepting one person who would not obey orders, and so lost his life.

THE GEORGIAN BAY STEAMERS.

The Georgian Bay which is a part of Lake Huron, is noted for being the point of departure for the Upper Lakes. The Indians, as we have seen, the French, and the traders to the North-West were accustomed to portage from Lake Ontario by one of several routes, and pursue their long journeys to the great Lone North Land. And in recent days the same portaging is done by means of railways. Ever since the construction of the Northern railway, a stream of travel has, during every summer, steadily flowed from Toronto by this highway. By this road we have seen travellers passing to the Western States, surveyors proceeding to open the vast country beyond, miners to develop the untold riches of Superior, pioneer settlers to reclaim the wilderness, traders, pleasure, and health seekers; and, on two occasions the eyes of Canada have with much solicitude witnessed the departure of Canadian troops to vindicate Britain's honor, and put down red-handed rebellion. The Georgian Bay is moreover a place of interest because of the picturesque beauty by which its shores are characterized. And the historical reminiscences are not without great attraction. Among the many islands and islets which stud the bay is one named Christian Island. This name is significant as indicating the fact that Christianity was here, long years ago, preached to the aborigines. In fact here was one of the earliest if not the very earliest mission field in all America. The earnest Recollets, and the Jesuit Missionaries for many a year sought in this region to win the Indians to Christianity. A French fort was also planted on this bay at an early period in the history of America.

The first steamboat for passengers, at least, to run on the Georgian Bay was the *Gore*, which had been built on Lake Ontario, and had for some time plied between Toronto and the opposite shore. In 1846, she was purchased by Charles Thompson and Capt. Laughton, and taken by Capt. James Dick, to the Georgian Bay where she was employed in sailing between Sturgeon Bay, at the foot of the Georgian Bay, carrying passengers and freight. At that time the freight was taken by stages and teams from Toronto to Holland Landing, and thence conveyed by the steamboat *Beaver* through Lake Simcoe, to Orillia, and then carried to Sturgeon Bay, and received by the steamer *Gore*. The following year, 1847, the *Gore* was commanded by Capt. F. C. M. Fraser when she made regularly two trips a month to Sault Ste. Marie, touching at

Penetanguishene, Owen Sound, Manitowanning, the Government Station on Manitoulin Island, and St. Joseph's Island. Two intermediate trips were made between Sturgeon Bay and Owen Sound. In 1848, Capt. Peck sailed the *Gore* on the same routes. The following years she was commanded by Fagin; and in addition to the points mentioned, she stopped also at the Bruce Mines, at this time in operation. Capt. McGregor sailed her in 1850. It was either this year or the following, 1852, that the *Kaboolah* was wrecked in the Georgian Bay with Capt. McGregor on board.

Steamboat communication was thus continued on the Georgian Bay, until 1855, when the Northern Railway being completed to Collingwood, the Company chartered some American steamers to run between Collingwood and Chicago. They arranged to have a tri-weekly line between Collingwood and the American port in Lake Michigan, and a weekly to Green Bay. They were fine excellent steamers. This arrangement continued until 1858. In 1862, six large propellers were placed on the route by the Company.

The Company also owned steamers on Lake Simcoe in 1856.

At first the traffic and travel was to a great extent, from Collingwood to Chicago, and other American ports in the West; but of late years the line of travel has been gradually increasing to the Canadian side, especially to Fort William. The passage of the Canadian troops under Colonel Wolseley, demonstrated the possibility of making a highway to the Great North-West. The construction of the Dawson Road has to a great extent prepared the way for travel. And the several steamers which have been placed upon the chain of lakes on the way to Fort Garry have also contributed to the great end—a highway of our own to the magnificent domain, awaiting the settler in the far North-West. Every year the line of steamers upon this route is becoming more popular, and the proprietors and the officers spare no pains to secure the comfort of the traveller. The following, taken from the yearly advertisement of the Company, shows how completely the requirements of the day are met on this portion of the route, a route extending from Toronto to Fort Garry. The service consists of the First-class upper-cabin side-wheel steamers *Chicora*, *Frances Smith*, *Cumberland*, *Algoma*, having splendid drawing room cabins. They leave Collingwood every Tuesday and Friday, on arrival of steamboat express train; calling at Owen Sound, Bruce Mines, Sault Ste. Marie, Michipicoten, Neepigon, Silver Islet, Prince Arthur's Landing and Duluth. They connect at Thunder Bay with Dawson's Transportation Line for Fort Garry, and at Duluth with the Northern Pacific Railway for Moorehead, and Kittson's Red River Line for Fort Garry and Red River Country.

This route embraces the most enjoyable and picturesque summer tour, by making the circuit of Lake Superior with the sheltered and beautiful waters of the inside channels of Lake Huron and Georgian Bay; and thence by three hours rail with magnificent parlour cars to Toronto, connecting with the Royal Mail Daily Line of Steamers on Lake Ontario, and the Grand Trunk Railway.

Cheap excursions will be made during the summer season, in the months of June, July, August and September, affording ample opportunity for visiting the Great Mineral Region of Lake

Superior and the Fishing Ground of Lake Neepigon.

The Government have wisely made provisions by which the emigrants to Manitoba may proceed to Winnipeg at reduced rates by the Dawson route. For all interested in this matter we insert also the following notice.

Emigrants and all others intending to go to the Red River Country, will find that for speed and economy, the Collingwood and Lake Superior Route, via Northern Railway, from Toronto, is the best.

The particulars of the route are as follows: From Toronto to Collingwood via Northern Railway, 95 miles. Collingwood to Fort William, 650 miles. Fort William to Fort Garry, via Dawson's Route, 437 miles. Fort William to Duluth, 202 miles. Duluth to Moorehead, by Northern Pacific Railway, 250 miles. Moorehead to Fort Garry, by one of Kittson's Line of Steamers, on Red River, 300 miles.

Fare.—From Toronto to Fort Garry, first class via Duluth, \$42.50; second class, \$24.00; second class, by Dawson's Route via Fort William, \$15. Meals to second class passengers on steamer, 35 cents. Children between the ages of 4 and 12, half fare. 150 pounds of baggage free.

Particulars of Dawson's Route from Fort William to Fort Garry: Thunder Bay to Shebandowan, 46 miles; Shebandowan to Rainy Lake, 171 miles; Rainy Lake to Lake of the Woods, 120 miles; N.W. Angle to Fort Garry, 100 miles, by Government Steamer to Fort Frances; Fort Frances to Fort Garry by wagon road.

Good sheds are provided by the Government at the different stopping places along the route, and provisions supplied at a cost charge.

"BEATTY'S SARNIA, LAKE HURON, AND SUPERIOR LINE," was established in 1871. As the name indicates, the steamers sail from Sarnia to Thunder Bay. The proprietors are J. & H. Beatty & Co., of Thorold. The line is composed of the following new, first-class upper-cabin, commodious, full powered, fast steamers *Manitoba*, *Ontario* and *Quebec*, which will run in connection with the Grand Trunk and Great Western Railways, on and after the opening of the Sault Ste. Marie Canal, from Sarnia to Lake Superior. They leave Sarnia every Tuesday and Friday, for Bruce Mines, Sault Ste. Marie, Michipicoten, Silver Islet, Prince Arthur's Landing, Fort William, and Duluth, calling at Goderich, Kincardine, Southampton, Killarney, Little Current, La Cloche, and Spanish River.

The same firm has a steamer, the *Wawbuno*, running between Collingwood and Parry Sound, in the Georgian Bay.

LAKE SIMCOE AND THE MUSKOKA LAKES.

The only steamboat to ply upon the waters of Lake Simcoe and Couchiching prior to 1850 was the *Beaver*. At this date the *Morning* was built by a Company to run in opposition. Thomas Thompson was the principal owner, Capt. Bell was commander, and she made trips principally for passengers between Bell Ewart and Orillia, calling at Beavertown and Atherly. She was purchased by the N. R. Company in 1854 or 55. The company in 1855 built the *J. C. Morrison* which took the same route. At first she was commanded by a Mr. Fellows; but not giving satisfaction, Capt. F. C. M. Fraser was requested to take charge. He continued in command until the latter part of 1856. Finally she was destroyed

by fire at Barrie, in 1857. Her place was taken by the *Morning*, now owned by Capt. May. She continued to run until about 1862 when the new steamer *Emily May* succeeded her. The *Morning* was afterward converted into a three masted schooner, and still exists. The *Ida Burton* was built at Barrie by Burton Brothers, to run between Barrie and Washago at the foot of Lake Couchiching, touching at different points on the route. She is now getting old. In 1872 the *Emily May* was bought by the Northern Railway.

The settlement of the FREE GRANT LANDS in Muskoka during the last few years has led to more extensive travel upon these waters. Until the present season travellers to that district had to take steamer from Bell Ewart or Barrie to Washago. From Washago to Gravenhurst on Lake Muskoka, a distance of 14 miles, stages convey the passengers over a good road. Passengers, leaving Toronto by the morning train, arrive at Washago and thence proceed per steamers *Nipissing* and *Wenonah* to points on Lakes Muskoka, Rosseau and Joseph the same day.

Fares from Toronto as follows: Washago, \$3.00; Rosseau \$4.00; Bracebridge \$3.50; Joseph \$4.25.

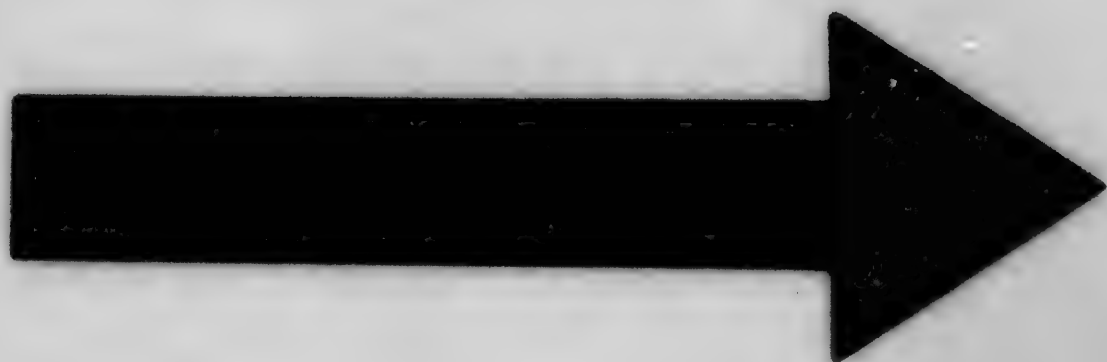
Excursion tickets, good for ten days are issued from Toronto to Bracebridge and beyond, during the months of June, July, August and September, at greatly reduced rates.

Free grants of land to actual settlers are given away to all comers over eighteen years of age. A family of several persons can secure a large block of land *gratis*, and heads of families get two hundred acres as a free grant.

Locatees, in addition to obtaining the free grant of one hundred acres, will be allowed to purchase an additional one hundred acres at *fifty cents an acre cash*.

This system of granting land to settlers free of cost in what is known as the Muskoka District led to the settlement of land not otherwise particularly attractive, and it opened to the eyes of the public the picturesque lakes named *Muskoka*, *Rosseau*, and *Joseph*, as well as *Parry Sound* on the Georgian Bay. Being convenient to the capital of Ontario, these charming lakes soon became the resort of many tourists and persons desirous of speedily and without much expense, obtaining the relaxation arising from delightful though uncultivated scenery, and the purest of air, with choice fishing and game.

About the year 1865-66, Mr. A. P. Cockburn, M. P., launched on the Muskoka Lake, a small steamer called the *Wenonah*. She was built near Gravenhurst. Finding that this small boat did not fully meet the wants of the public, Mr. Cockburn proceeded to construct a larger one. The *Wenonah* did good service to the settlers, and afforded tourists excellent opportunity to see the beauties of the island-studded lakes. The new steamer *Nipissing*, was launched in the season of 1871. Her keel was 115 feet; length of deck 123 feet; breadth 31 feet; tonnage 150. She has continued to ply upon these inland waters, at first on Lake Muskoka, and afterward also on Lakes Rosseau and Joseph; the waters of these lakes having been united by short canals cut through the rocky barriers which separated the three lakes. The steamboat trip up the Muskoka river to Bracebridge is one of no ordinary attraction. The pioneer steamer on Lake Rosseau was the *Wabamink*. The distance from Gravenhurst to the head of Lake Joseph is 43 miles.



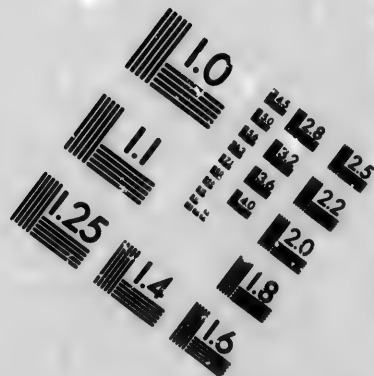
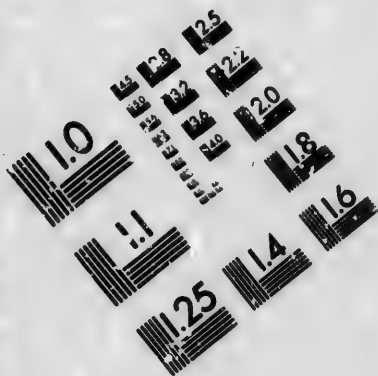
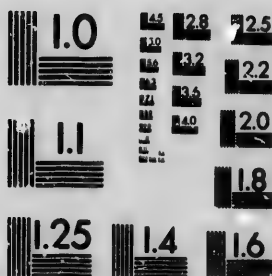


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

22 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4803

2.5 2.8 2.5
2.0 2.2
1.8

10

THE UPPER WATERS OF THE RIVER TRENT, LAKE SCUGOG, &C.

To the north of the town of Peterborough is a chain of lakes most of which are navigable by steamboats of small tonnage. From Bridge-North to Port Perry there are a number of these small boats plying with more or less regularity, and touching at Indian Village, Bobcaygeon, and Lindsay. They also run to Buckhorn, Fenelon Falls, and Onemee.

The pioneer steamboat, built many years ago, was the *Ogemah*, Capt. Wallis.

On Rice Lake a number of small steamers are engaged in carrying ore from the village of Hastings to Harwood where it is transferred to the cars and taken to Cobourg. The first boat on this sheet of water was the *Whiskwing*, owned by Mr. H. Calcutt. It ran up the Otonabee to Peterborough. A more commodious vessel has recently been constructed.

OTTAWA RIVER STEAMERS.

The Ottawa River is so named because the Ottawa Indians who had their home in the west were wont to pass by this river to Montreal for the purpose of trade. We have before adverted to the historic fact that the natives and the voyageurs for many years navigated the various rivers, notwithstanding rapids and falls, and by portaging, made their way thousands of miles into the interior of the country. It is now 260 years since Champlain, the first European to do so, passed up the Ottawa to explore the country, guided by Indians. He crossed by the Matawan River and Trout Lakes, to Lake Nipissing, and thence down the French River to Georgian Bay. Turning his face eastward, he coasted the bay, and by portages reached the head waters of the river Trent. Descending the Trent, he passed through the beautiful Bay of Quinté and thus discovered Lake Ontario.

The rapids and falls in the course of the Ottawa have precluded the possibility of continuous navigation; but upon the several lakes, and navigable portions, steamers have been plying for many years. And the construction of canals has provided water ways by which steamboats can pass.

We may divide the river into two portions, one of which lies between Montreal and Ottawa City; the other portion is the Upper Ottawa.

The "OTTAWA RIVER NAVIGATION COMPANY'S" Royal Mail Line of Steamers, between Montreal and Ottawa, consists of the new iron steamers

Peerless - - - - Capt. A. Bowie.
Prince of Wales - - - Capt. Wm. Shepherd.
Queen Victoria, - - - Capt. P.Y. Macdonnell.
Princess, - - - - Capt. P. McGowan.

They commence to run about 1st June—

Upwards.—Passengers leave by the 7 a.m. and 5 p.m. trains for Lachine by Railway, and connect with the steamers *Prince of Wales* and *Princess* for Ottawa and intermediate landings.

Downwards.—Passengers leave Ottawa at 7 a.m. and 5 p.m. by steamers *Peerless* and *Queen Victoria*, for Montreal and intermediate landings. Passengers leaving Ottawa by the evening steamer will descend the Lachine Rapids. The comfort and economy of this line are unsurpassed, whilst the route is one of the most picturesque in Canada. Tourists will find this a delightful trip.

Connections made at Ottawa with steamers of Upper Ottawa.

The following extracts from the Tourists' Guide are interesting and appropriate:—

The best route from Montreal to Ottawa, the Capital of the Dominion, is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted) at seven o'clock, and there step on board the steamer *Prince of Wales*, (Capt. H. W. Shepherd) and sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet.

Away we go, stemmening the current, until in due time, we reach St. Anne's where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of St. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox voyagers, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the Island of Montreal, the third called the Dutchman's *Chenal*, and the fourth passing Vaudreuil around the Isle Perrot.

At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains.

The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the steamer *Queen Victoria* (Captain Bowie,) to Ottawa, which we reach at about six o'clock p.m.

Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottawa is called; five miles from Grenville we stop at L'Orignal, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some 9 miles, through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city.

And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges form-

ing the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudière Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them is obtained. Beside the Grand Fall there is also little Chaudière on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way underground, where none can trace their course.

From Ottawa, many very pleasant excursions can be made into the country, both by stages and steamboats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada; and when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade; when we look at all these facts, the conclusion to which we must inevitably come is, that PROSPERITY is written in legible characters upon the broad expanse of country stretching around us. The establishment of the seat of Government at Ottawa also tends to open up the country, and the increase will be great.

UPPER OTTAWA.

The "Union Forwarding and Railway Company" was incorporated in 1859, and in a few years arrangements had been made to develop the Upper Ottawa as a place to afford pleasure to the tourist and health to the public generally. Hotel accommodation at the various points of interest was quickly secured.

The following synopsis of the trip from Ottawa is taken from the Travellers' Guide:

Omnibusses leave Ottawa City Hotel every morning during the week for Aylmer, distant 8 miles, over a splendid macadamized road, to meet the steamers of this Company, one of which leaves Aylmer daily at 8.30 a. m.

These steamers are all first-class passenger steamers, replete with every modern convenience for safety and comfort, and commanded by attentive and experienced officers.

<i>Ann Sisson</i> - - - -	Capt. Findlay
<i>Oregon</i> - - - - -	" Cowley.
<i>Alliance</i> - - - - -	" Murphy,
<i>Jason Gould</i> - - -	" Bolton.
<i>Pontiac</i> - - - - -	" Blondin,
<i>Emerald</i> - - - - -	" Couvrette,
<i>Pembroke</i> - - - - -	" Duggan,
<i>Snow Bird</i> - - - -	" Beattie.

Immediately after leaving Aylmer, breakfast is served. The principal points touched at on the river are March, Kelley's, Badham's, Onslow,

Fitzroy, Pontiac, Union Village, Arnprior, Sand Point, Bonnechere Point, Farrel's, Gould's Landing, Portage-du-Fort, Cobden, Pembroke, Petawawa, Fort William, Point Alexander, Moor's Landing and Des Joachim Rapids.

At Pontiac, passengers leave the steamer, and take the cars of the Union Railway which is constructed to overcome the "Chats Rapids" obstructions. This Railway is almost entirely built of trestle work, in some places of great height, and is of itself quite worth a visit. The cars are drawn by horses, and occupy about twenty minutes in reaching Union Village, where the powerful steamer *Alliance* will be found waiting. In half an hour the picturesque Village of Arnprior is reached. Passengers are now on what is called the "Chats Lake," which is 25 miles long, averaging $2\frac{1}{4}$ miles across. The "Chenaux" Rapids are situated about two miles above Farrel's Landing. This rapid is caused by the sudden contracting of the channel. The current is very swift, and it is with difficulty the boat forces her way up. The scenery above this point is most varied and picturesque, reminding the tourist of the Thousand Islands of the St. Lawrence.

At Gould's wharf, passengers going through to the Des Joachim leave the steamer *Alliance*, and are driven in omnibuses to Cobden, where the steamer *Jason Gould* is in readiness. The steamer passes through "Muskkrat" Lake and "Mud" Lake. The navigation here is most interesting. For miles the whole country seems afloat, and the channel is frequently completely closed with floating islands of weeds and rushes, which the steamer is specially designed to overcome. The channel for about 14 miles is extremely tortuous, and not more than 100 feet in general width.

Pembroke is reached at 9.30 p. m., where passengers remain until next morning. The Hotels here are good, and can accommodate a large number. Pembroke is the largest place on the Ottawa above the Capital, and is a great rendezvous and point of departure for raftsmen, and their supplies connected with the extensive lumbering operations of the river above.

The steamers leave Pembroke daily at 7 o'clock a. m., returning same day, leaving Des Joachim at 1 p. m.,—passengers arriving at Ottawa next afternoon at 5.30 p. m.—the round trip thus occupying three days.

The scenery above Pembroke is unequalled. Huge frowning rocks rise perpendicularly from 800 to 1,000 feet high for several miles, whilst the river at their base is of great depth. This portion of the Ottawa is known as "Deep River." The "Narrows" are worthy of a visit. The steamer passes through them amidst clusters of the most beautiful islands, where there is excellent fishing.

The "Calumet" Falls, near Portage-du-Fort, are well worth visiting, and if timber is passing, a view of the "slides" may be had, which is most exciting. A day can be well spent at Portage-du-Fort and vicinity.

To induce excursion parties to visit the Upper Ottawa, the Company has reduced the fares as low as possible, as under:—

Aylmer to Chats Rapids and back,	\$2.50
" Portage-du-Fort "	5.00
" Pembroke "	9.00
" Des Joachim "	12.00

Meals included. Children under 12 years of age, half price.

RIDEAU CANAL.

The great barrier to navigation in the mighty water way between the Atlantic and Lake Erie in the existence of the Niagara Falls and the many sunken rocks in the St. Lawrence, has been already referred to; also those in the Ottawa river.

By the construction of the St. Lawrence and Welland Canals these obstacles have been to some extent avoided. In addition to these canals there is one other deserving of notice. We refer to the Rideau Canal, which is a magnificent military highway of water, formed in part by a chain of lakes and streams, and, in part, by cuts through rock. Extending from Kingston in a north-eastern direction, it unites the waters of Lake Ontario with those of the Ottawa. The project was conceived shortly after the close of the war of 1812, it is said, by the Duke of Wellington. The object was to provide an inland channel capable of navigation by which could be safely conveyed from the Lower Province to the Upper, such military supplies as might be required. At the same time a road would be opened for commercial purposes during times of peace, the rapids of the St. Lawrence being avoided by this somewhat circuitous route. This stupendous work was constructed by the Imperial Government, at a cost of upwards of £1,000,000 sterling. It is 135 miles in length, having 46 locks of grand proportion. In later days not only the construction of the St. Lawrence canals, but the Grand Trunk and Ottawa railways has placed the Rideau Canal in a position far less important than it at first held. Still, however, steamers of a certain tonnage continue to ply upon that route to the great advantage of the inhabitants.

ST. LAWRENCE.

Sea-going steamers ascend the St. Lawrence as far as Montreal; but Quebec is the port at which passengers embark and disembark. A wonderful change has taken place upon the shores of the St. Lawrence since Cartier and Champlain first ventured along from point to point, and with excited wondering eyes gazed on the grand rugged hills and the interminable forests of beautiful green. Time has woven a checkered history which clothes the past of New France. But apart from the historic interest appertaining to the St. Lawrence, the same beauty exists which extracted from the first voyagers the expression, which gave *Quebec* its name, and *Montreal* its royal appellation.

The trip by water between Montreal and Quebec is a popular one. The Richelieu Company's Royal Mail line of steamers plying between these two places is worthy of the commendation bestowed upon it by an appreciative public. The steamer *Quebec*, under Capt. J. B. Labelle, and the *Montreal*, commanded by Capt. Robert Nelson, are among the best appointed inland steamers in the world. The *Quebec* has the best accommodation for 400 first-class passengers, and the *Montreal* for 350. One of these steamers leaves Montreal at 7 p. m., calling at Sorel, Three Rivers and Batiscan. The state rooms, and the tables set on these steamers are among the luxuries of the day; and thousands of tourists avail themselves of this line during the summer months. The arrangements of this line are most complete.

The Richelieu Company was organized in 1843, and has now a paid up capital of \$750,000. Beside the *Quebec* and *Montreal*, the following steamers belong to the Company, viz: *Canada*, *Trois-*

Rivières, *Berthier*, *Chambly*, *Terrebonne*, *Mouche-à-Feu*, *Sorel*, *Rivière-du-Loup*, *L'Assomption*, *Maskinongé*.

The steamer *Trois-Rivières*, Capt. Jos. Duval, leaves for Three Rivers, every Tuesday and Friday, at 9 a. m., calling at Sorel, Maskinongé, Yamachiche, Rivière-du-Loup, Port St. Francis and Champlain, connecting at Sorel, with steamer *Mouche-à-Feu* for St. David, Yamaska, St. Aimé, and St. Thomas de Pierreville.

Steamer *Berthier*, Capt. L. H. Roi, leaves for Berthier every Tuesday, Thursday and Saturday, at 3 p. m., calling at Repentigny, St. Sulpice, Lavaltrie, Lanoraie, connecting here with railroad to Joliette.

Steamer *Chambly*, Capt. L. Lamoureux, leaves for Chambly, every Tuesday and Friday, at 3 p. m., calling at Verchères, Contrecoeur, Sorel, St. Ours, St. Antoine, St. Hilaire, Belœil and St. Mathias.

Steamer *Terrebonne*, Capt. E. Malhiot, leaves for Terrebonne and L'Assomption, every day, Sundays excepted, at 4 p. m., calling at Boucherville, Varennes, Bout-de-l'Isle and Lachenaie.

THE LOWER ST. LAWRENCE.

The Gulf of St. Lawrence, and the river as far as Quebec has now become one of the principal highways for trans-atlantic vessels. In addition to the numerous steamers bound to or from the other side of the Atlantic, we have steamers coasting to the Maritime Provinces. Since Confederation the intercourse between old Canada and the lower provinces has very much increased. Trade is rapidly on the increase, while tourists seeking health and pleasure, find in the cool sea breeze and water the essentials for complete enjoyment and recuperation of strength. As a watering place the Lower St. Lawrence cannot be surpassed.

The steamers plying here belong to the Quebec and Gulf Ports Steamship Company. This Royal Mail Line of Steamers ply between Montreal, Quebec, Father Point, Gaspé, Percé, Passapebiac, Dalhousie, Chatham, Newcastle, Shediac, Charlottetown, P. E. I., and Pictou; and by Railway and Steamboat connections to St. John, N.B., Halifax, N. S., Portland and Boston.

The line is composed of the following first-class powerful steamers, which are intended to run as stated in the Time-Tables:

The iron and steel-built paddle steamer *Secret*, (New.) Capt. Davidson.

The iron and steel-built paddle steamer *Miramichi*, Capt. Baquet.

The iron and steel-built screw steamer *Georgia*, Capt. McKenzie.

The iron and steel-built screw steamer *Alhambra*, Capt. Angrove.

The iron and steel-built screw steamer *Flamborough*, Capt. Telfer.

The iron and steel-built screw steamer *Hadji*, Capt. McKichan.

The wooden steamer *Pictou*, Capt. Jack.

The officers and employes are experienced, and are polite and obliging. The table is good, and nothing is wanting to promote the comfort of passengers. The scenery along the River and Gulf of St. Lawrence is grand and beautiful and the air is cool and invigorating, even in the warmest months. Persons wishing to spend the summer at the seaside cannot fail to find places to their taste at some of the ports at which the steamers touch. The sportsman and angler will find this route unrivalled. The rivers, bays, and

inlets along the river and coast swarm with salmon, trout and other fish. The immense fleet of vessels visiting the ports of Quebec and Montreal, from the stately and magnificent Atlantic steamers to the small fishing craft, pass up and down in view of the traveller.

The rates of fare, are low — not more than would be charged at first-class hotels for the time occupied by the trip. Passengers know exactly what they have to pay: there are no extra charges. Railway connections are made from Halifax to Pictou, Charlottetown, Shediac, Father Point, Quebec and Montreal. Also from St. John, N. B., to Shediac, Father Point, Quebec, and Montreal.

A new steamer about completed will form a weekly line with the *Georgia* from Montreal.

NOVA SCOTIA STEAMERS.

The number of coasting steamers in Nova Scotia is not very large. One makes a weekly trip to the towns east of Halifax; others ply between New Glasgow and Pictou, and another on the Bras d'Or Lake in Cape Breton. Steamers also run between Halifax and Portland, in connection with the Grand Trunk Railway, Halifax and Boston and Pictou, the Straits of Canso, Port Hood, C. B., Charlottetown, P. E. I., Shediac, N. B., and Quebec, and between Annapolis and St. John, N. B. What Nova Scotia lacks in railways or steamers, however, she possesses in good roads and the best of stage accommodation. The traveller need therefore experience no delay or difficulty in arriving at any place he may desire.

There is a steamer, weekly, from Halifax westward to Lunenburg 70, Liverpool 106, Shelburne 146, Yarmouth 202 miles.

Steamers ply between Halifax and Dartmouth, Pictou and New Glasgow, Port Mulgrave and Hawkesbury, and on the Bras d'Or Lake, in Cape Breton. Also, between Halifax and Boston, Halifax, the Straits of Canso, Pictou and Charlottetown, Pictou and Port Hood, C. B., Annapolis, Digby and St. John, Yarmouth, St. John and Boston, and Halifax and Portland, in connection with the Grand Trunk Railway.

NEW BRUNSWICK STEAMERS.

Although this Province is entitled to the honour of being among the first in the field of railway enterprise, steamboat facilities are not yet very great. However they are on the increase.

New Brunswick has a number of navigable streams, chief among which is the noble river St. John, which takes its source in the State of Maine, 450 miles from the sea. The City of Fredericton is situated on the banks of this river, 84 miles from its mouth, and between it and St. John large steamers ply daily during season of navigation. Above Fredericton, small steamers can proceed, at high water, to Woodstock, Tobique and Grand Falls, a distance of 220 miles, and even 40 miles further up to the Madawaska. Steamers also run on Grand Lake and Salmon River, 95 miles from the City, and 45 miles from the river St. John; upon the Washademoak 29 miles; and up the Kennebecasis 25 miles. Vessels of large tonnage can proceed a good distance up the Miramichi, the Restigouche, and the Richibucto, and smaller vessels up the Oromocto, Petitediac, Memramcook, Cocagne, Buctouche and other rivers. Steamers and large vessels also run up the St. Croix, a distance of thirty miles from Eastport to Calais and St. Stephens, touching at St. Andrews.

It is to be observed that a large majority of the places in the Province of New Brunswick are chiefly known as "Settlements."

The Union and Express daily line of steamers run from St. John westward to Brundage's Point 10 miles, Holder's 17, John Orr's 16, Long Reach 23, Oak Point 24, Sterrett's 26, Tennant's Cove 31, Wickham 33, Thompson's 22, Thomas Golding's 35, Cambridge 36, Cameron's 37, Gagetown 47, Jemseg 49, Upper Gagetown 55, Tilley's 63, Sheffield 65½, Upper Sheffield 67, Maugerville 71, Oromocto 73, Glasier's 79, Fredericton 84. They connect with steamers to the Upper St. John, at Fredericton.

A steamer plies semi-weekly from St. John westward to Grand Lake, Newcastle Creek, Newcastle Bridge, Coal Mines, and Brigg's Corner (Salmon river) 95 miles.

The International line of steamers sail from St. John, tri-weekly in summer, semi-weekly spring and fall, and weekly in winter, to Eastport, Portland and Boston, connecting at Eastport with ferry for Campobello, Grand Manan, Indian Island and Deer Island, and with Frontier steamers for St. Andrews, St. Stephen and Calais, Me., and at Portland with Grand Trunk Railway for all parts of Canada.

The steamer *City of St. John*, tri-weekly, to L'Etang, Mascarene, St. George, St. Andrews and St. Stephen, and weekly to Deer Island, Campobello and Grand Manan.

The north shore line of steamers, run from Point du Chêne, weekly, to Richibucte, Chatham, Newcastle, Shippigan, Caraquette, Bathurst, St. Peter's Village, Dalhousie and Campbellton 320 miles.

The Quebec and Gulf ports steamers, from Point du Chêne, sail weekly, to Pictou, 120 miles, Chatham, Newcastle, Dalhousie, Carleton, Paspebiac, Percé, Gaspé, Metis, Father Point and Quebec, 908 miles by way of Baie des Chaleurs, or 612 miles direct. Connects with steamers at Point du Chêne.

Steamers leave St. John four times a week for Digby and Annapolis, connecting at the latter place with the Windsor and Annapolis railway, and weekly for Yarmouth, N. S., and Boston, Mass.

The Anchor Line of Steamships make periodical trips between St. John, Glasgow and Liverpool.

The Prince Edward Island Navigation Company's steamers sail regularly between Point du Chêne and Charlottetown.

NEWFOUNDLAND STEAMERS.

Although this island has hitherto refrained from casting its lot with the Confederation we give the following information which was prepared for the Dominion and Provincial Directories by P. A. Crosby.

ROUTES IN THE PROVINCE OF NEW-FOUNDLAND.

There are no railways in this Province, and no regular means of communication to the large majority of places. Two steamers make fortnightly trips—southward to Channel 300 miles, touching at Ferryland, Trepassey, Burin, Harbor Briton, Rose Blanche, Burgeo, and La Poile, and northward to Tilt Cove 230 miles, touching at Trinity, Catalina, Greenspond, Fogo, and Twillingate; and another runs tri-weekly between Portugal Cove, Brigus, Harbor Grace and Carbonear, and

weekly between Portugal Cove and Bay Roberts. All other places have to be reached by stage, private vehicle, or boat—chiefly the latter. There is only one daily stage route in the Province, and that between St. John's and Portugal Cove. The few others are tri-weekly, weekly, fortnightly and monthly. Regular communication is had between St. John's and Halifax once a fortnight by mail steamship, and with Montreal and Liverpool four times a year by the Allan line of steamers.

PRINCE EDWARD ISLAND STEAMERS.

The youngest member of the Confederation naturally being an island, possesses a fair number of steamers.

The following was also prepared for Lovell's Directory by Mr. Crosby:

ROUTES IN THE PROVINCE OF PRINCE EDWARD ISLAND.

The general mode of travelling in the Province is by stage or private vehicle. During season of navigation steamers run between the capital (Charlottetown) Georgetown, Summerside, Victoria, Orwell Cove, Port Selkirk, Port Augustus and Mount Stewart. The three first named places and Alberton, Port Hill and Souris, are the only ones of importance on the Island; all the others are but small villages and settlements. Mail coaches leave daily for Summerside, calling at Milton, Greenville, Hazel Grove, Gretna Green, Springfield, Summerfield, Kensington, New Annan, Traveller's Rest and St. Eleanor's; and semi-weekly for Georgetown, calling at Southport, Pownal, Mill View, Vernon River and Wellington; also for Souris, calling at French Fort, Scotch Fort, Glenroy, Morrell, St. Peter's, Five Houses and Rollo Bay; and for Centreville, calling at Cornwall, Strathgartney, Bonshaw, De Sable, Hampton, Crapaud, Tryon and Searlton. Stages also run twice a week between Summerside and Alberton, passing through St. Eleanor's, Miscouche, Port Hill and Pilgrim's Rest. This comprises the principal stage routes on the Island; bye-roads branch off these to other settlements, but with them there is no communication except by private conveyance and such accommodation as can be afforded by the Mail carriers.

Steamers run regularly between Charlottetown, Summerside, Shediac, N. B., (connecting with European and North American Railway to and from St. John), Pictou, N. S., (connecting with Nova Scotia Railway to and from Halifax), Port Mulgrave, N. S., and Port Hood, C. B. Weekly communication is had with Quebec and Montreal by the Gulf Ports steamers, and with Pictou, Port Hawkesbury, Halifax and Boston by the Oriental steamers.

A steam ferry runs between Charlottetown and Southport; and sail boat ferries over the Cardigan, Foxley and Grand Rivers. Small boats sail between Annandale and Morris Point, and Georgetown and St. Andrew's Point, and there is a fortnightly packet between Alberton and Charlottetown, touching at Shediac. In winter, communication is had between the Island and New Brunswick by way of Cape Traverse and Cape Tormentine, a distance of eleven miles across the straits of Northumberland. A submarine cable crosses here and gives the most important places on the Island telegraphic connection with all parts of the Dominion of Canada, the United States, Newfoundland and Europe.

Though there are no Railways in the Province, —which is only 130 miles in length and 34 miles in its greatest breadth — the traveller will find it possessed of good roads and excellent stages.

GOVERNMENT SUBSIDIES TO STEAMERS.

In a few cases where the Post Office grant, and the traffic were not sufficient to support steam communication between certain places, where it was desirable the trade should be encouraged and developed, Government assistance was afforded. "The Quebec and Gulf Ports Steamship Company," received \$750 for each round trip, from Quebec to Pictou, Nova Scotia, and both touching at Father Point, Gaspé, Percé, Miramichi, and Shediac. Occasionally one of the boats run up the Bay Chaleurs to Dalhousie. For this "side service" a small sum, from \$50 to \$100 was given by Government.

The steamer *Secret*, a fast iron boat usually performed this service. This Company's iron-screw vessel *Gaspé*, was not quite so fast. The *City of Quebec* which was sunk by the Steamship *Germany* belonged to this Company. She was fitted up in a superior manner. After her loss the Company purchased another iron-screw steamer named the *Georgia*. She was employed chiefly running between Montreal and Pictou and Charlottetown, P. E. Island.

The total amount given by Government to this Company for 1870 was \$23,850, including the Post Office grant, \$8,850.

The amount paid the previous year 1869, was \$21,900. The amount for 1868, was \$16,500.

Before Confederation, the Government of Nova Scotia, granted to the Prince Edward Island Steam Navigation Company, for running their steamers between Charlottetown and Pictou, twice a week carrying mails and passengers, \$1,600. After Confederation the Canadian Government continued the payment according to contract. During 1869, this Company extended the route of their steamers to Port Hawksbury in the Straits of Canso; and Parliament voted for this service \$1,400. The total amount received by this Company for 1870, was \$2,956. The amount thus received in 1869, was \$1,600 as before.

The same Company received from Government, through New Brunswick \$1,500. This was for services performed by their Steamers in running between P. E. Island, and Shediac, N. B., from 1st July, 1867 to close of 1868.

STEAMBOAT LEGISLATION—DEPARTMENT OF MARINE AND FISHERIES.

The importance of the Fisheries and Marine interests of the Dominion was recognised at the time of Confederation by the creation of a Department to be superintended by a member of the Dominion Government. This department was called into existence on the 1st July, 1867, the date of Confederation. Among the matters mentioned in the Act organizing this department are the steamers and vessels belonging to the Government, except gunboats or other vessels of war. Under the provisions of this act a Board of Steamboat Inspection was called into existence. Prior to July, 1868, under the Canadian Steamboat Inspection Act of old Canada, the passenger, freight, and tug steamers of Ontario and Quebec were examined by Inspectors of Steamboats. These inspectors formed a Board, and met at different places. In New Brunswick, steamers were examined by a Government Inspector of

Steamboats. In May, 1868, a Dominion Act was passed, under which Inspectors were appointed for the different districts mentioned. They formed a Board of Steamboat Inspection. There were six Inspectors, one for each of the following Divisions, West Ontario and Huron, East Ontario, Montreal, Sorel, Quebec, and Nova Scotia, and New Brunswick. The Act required that the chairman should furnish to the Minister of Marine and Fisheries, a report of the proceedings of the Board, once a year, also a return of all steamboats inspected.

All steamboats registered in Canada must be inspected every year, if running. They also examine the applicants for engineer's certificates. The small fees charged for the inspection are sufficient to cover all the expenses connected with the Board of Inspectors. The number of inspectors has hitherto been six; but the increase of labour to the chairman renders it necessary to appoint another.

STEAMBOAT INSPECTION.

In the spring of 1868, the old Board of Steamboat Inspectors met at Windsor, Hamilton, St. Catharines, Toronto, Kingston, Ottawa, Montreal, and Quebec. The new Act came into force on the 22nd of May, and the chairman of the Board, Samuel Risley, called the Inspectors together at Montreal on the 1st of July. In the Fall of 1868 the Board met in the following places: St. John, N. B., Halifax, Pictou, Quebec, Montreal, Kingston, Windsor, Hamilton, St. Catharines, and Toronto. 340 certificates were issued at these sittings, 98 of which were for examinations, and 242 for renewals.

1869—The Board of Steamboat Inspection granted in the year 1869, 516 Engineer certificates. Of these, 376 were renewals, and 140 after examination. Five rejected.

The return of vessels inspected in the several divisions, exhibited a total of 401 steam vessels, having a registered tonnage of 42,562 tons

Passenger Steamers	-	173
Freight	-	47
Tug	-	181

Of these 253 were paddle steamers, 46 propellers, and 102 screw tugs.

1870—According to the Report of the Minister of Marine and Fisheries, there was in 1870, 404 steamers owned in the Dominion, busily employed during the season of navigation, extending over a period of seven months, and some of them are employed on the seaboard nearly the whole year.

"This extensive fleet of steamers, comprising some large and powerful passenger boats, frequently carrying hundreds of passengers each trip, and running at a speed sometimes exceeding 14 miles an hour, performed the various and respective services in which they were engaged throughout the Dominion during the year 1870, without any explosion of boiler or serious accidents resulting in loss of life.

The remarkably small number of casualties, in 1870, drew from the Minister of Marine and Fisheries, the following tribute.

"I avail myself of this opportunity of stating that there is no branch of the Public Service with the administration of which this Department is charged, which is a subject of more anxiety to me, than the Inspection of Steamboats in the Dominion, numbering as they do 438 vessels, scattered all along an immense extent of territory, and carrying during the season of navigation

great numbers of passengers, foreign as well as Canadian, on our seacoasts, our rivers and lakes, and it is a matter of great satisfaction for me to know that with such an immense passenger traffic as is carried on the St. Lawrence and the other extensive waters of Canada, no accident occurred during last year involving loss of life to any of the large crowds of passengers who travelled on our Canadian boats, through any defect in the steamers, their boilers or machinery, and I think it bears high testimony not only to the efficiency and safety of our Canadian steamers, but also to the carefulness, patience and vigour of our steamboat inspectors, who I believe have well and faithfully performed their very onerous and responsible duties, and so far as I can learn, to the general satisfaction of the owners of the boats. The reputation of our passenger steamers on the lakes and rivers of Canada, for speed, comfort and safety stands high both at home and abroad, and it has been the means of drawing large numbers of our neighbours from the adjoining States to our waters for the purpose of enjoying the splendid scenery and cool invigorating breezes which are to be found on our lakes and rivers during the summer months."

1871—The total number of steamboats inspected during 1871, was 438.

The total number in 1870 was 403
and in 1869 401

Of those inspected in 1871, 157 were passenger steamers, 87 freight, 194 tugs.

The Board granted 625 engineer's certificates; 165 were after examinations, 460 were renewals.

British Columbia does not yet come under the operations of the Board of Inspectors. But there are several steamers running there one of which is a Government vessel. A mail line is supported by Government between San Francisco and British Columbia.

1872—PORT OF MONTREAL. Comparative statement, showing the date of the opening and closing of navigation, arrival of the first vessel from sea, and the departure of last vessel for sea, tonnage, &c., &c., of sea-going vessels for past six years.

	Opening of navigation.	Close of navigation.	First vessel from sea.	Last vessel for sea.	Number of vessels.	Tonnage.	Greatest number in port at one time.
1867	April 22	Dec. 6	May 4	Nov. 29	464	109,053 50	Oct. 24
1868	" 11	" 9	" 4	" 27	478	108,750 51	June 21
1869	" 25	" 6	April 30	" 24	557	239,865 01	Nov. 4
1870	" 18	" 16	" 22	" 27	680	316,846 62	June 20
1871	" 8	" 1	" 39	" 20	664	351,721 00	Oct. 27
1872	May 1	" 8	May 6	" 28	727	398,800 54	Oct. 30

Classification and tonnage of sea-going vessels that have been in the harbour for the past six years.

1867	Tonnage.	1868	Tonnage.
104 Steamships	87,100	108 Steamships	101,566
55 Ships	47,463	41 Ships	36,908
81 Barques	32,853	78 Barques	21,371
18 Brigs	6,787	21 Brigs	3,620
47 Brigantines	5,273	49 Brigantines	7,867
140 Schooners	11,478	187 Schooners	15,947
464	190,668	478	198,750
1869	Tonnage.	1870	Tonnage.
117 Steamships	117,060	144 Steamships	133,912
78 Ships	66,984	78 Ships	73,175
103 Barques	42,110	107 Barques	70,707
18 Brigs	4,730	16 Brigs	4,123
49 Brigantines	5,261	62 Brigantines	10,351
204 Schooners	17,228	223 Schooners	16,423
557	229,893	680	316,946
1871	Tonnage.	1872	Tonnage.
143 Steamships	146,027	218 Steamships	217,711
107 Ships	92,562	67 Ships	62,771
170 Barques	83,983	162 Barques	87,190
20 Brigs	4,830	20 Brigs	5,221
47 Brigantines	7,830	69 Brigantines	11,504
190 Schooners	15,361	175 Schooners	14,388
664	361,721	727	398,963

Comparative statement showing the number and tonnage of river craft, including steamers, schooners, barges, batteaux, &c., that have been in the harbour during past six years.

	No. of vessels.	Tonnage.	Greatest number in port at one time.
1867	5,248	744,477	244—October 31.
1868	5,852	748,927	297—June 22.
1869	5,866	721,324	259—November 5.
1870	6,345	819,476	353—October 6.
1871	6,878	821,787	381— " 6.
1872	7,150	936,752	398— " 21.

1873—During the year 1873, 21 steamers were laid up, broken up, lost or taken out of service, and of the 554 steamers in the Dominion at the close of the year, 85 had been added during the year.

The loss of life by steamboats was greater during the past year than during any previous year since 1857, when the law for their inspection went into operation. Chief and most important in this respect was the loss by fire of the steamer *Bavarian*, which occurred on Lake Ontario on the evening of the 5th November, by which twenty lives were lost of the forty all told on board. Six were passengers, three of who were ladies. Two of the passengers only were saved, a man and a boy.

The immediate cause of this accident arose from the improper stowage of high wines near the engine and boilers on the main deck. Owing to the inhuman conduct of the pilot, Napoleon Defour, who, with eight others, made off from the steamer in a life boat capable of carrying at least twenty-five persons, many were lost who might have been saved.

This terrible event has naturally raised the question in the minds of the public whether adequate provision usually exists in connection with steamers on our lakes to secure the safety of the passengers in the event of fire. Nothing more horrible can be imagined than a ship on fire with small boats sufficient to carry only one-fourth, or one-third of the passengers, and the life preservers deficient in number and quality. The question is, whether the proprietors cannot furnish to each steamer ample provision to meet any emergency. If the present rates of fare will not permit them to do so it becomes a matter for consideration with those who desire to travel by steamer whether they prefer to run the risk of a terrible death in order to economise money. A few actions for damages might settle the whole matter.

The following supplementary table from the official returns brings the list of steamers up to the end of the past year.

THE FLEET OF STEAMERS IN THE DOMINION.

STEAM VESSELS INSPECTED, FOR THE YEAR ENDING 31ST DECEMBER, 1873.

ONTARIO, HURON, AND SUPERIOR DIVISION.

Name of Vessel.	Registered tonnage.	Description.
International	742	Grand Trunk car ferry, Sarnia.
O. Stearns	872	Passenger steamer, Lake Superior.
Princess of Wales	75	Island ferry, Toronto.
City of Chatham	267	Freight propeller.
Enterprise	494	Welland Railway, passenger, and freight propeller.
City of Montreal	220	Passenger and freight propeller.
Wales	95	Georgian Bay, barge tug.
Fred. Hotchkiss	15	do do
Mary Ann	58	do do
Geo. Watson	38	do do
Thames	35	Wellington Bay, pleasure steamer.
Argyle	52	Barge tug, St. Clair Falls.

Name of Vessel.	Registered tonnage.	Description.	Name of Vessel.	Registered tonnage.	Description.
Sovereign	591	Passenger and freight propeller.	Union	999	Side-wheel, passenger-ferry, Railway, Windsor and Detroit.
Scotia	589	do do	Ada E. Allen	66	Screw, freight, Detroit and St. Clair Rivers.
Sam. Perry	34	Harbour tug.	Beaver (of Amherstburgh)	39	Screw, freight and tug, Sydenham and St. Clair Rivers.
Young Lion	43	do	J. Holt	45	Screw, passengers and freight, Dresden and Sarnia.
Alma Munro	249	Passenger and freight propeller.	Messenger	12	Screw tug, Sydenham River and St. Clair.
Bouquet	157	Island ferry, Toronto.	River King	48	Side-wheel, passengers and freight, Chatham and Wallaceburg.
Georgian	545	Freight propeller.	Hero	19	Screw tug, Sydenham and St. Clair Rivers.
Ontario	21	Harbour tug.	Thames	30	Screw tug, Sydenham and St. Clair Rivers.
Kitty Hoyt	11	Dredge tug, Toronto Harbour.	Manitoba (of Chatham)	60	Screw tug and barge, Sydenham and St. Clair Rivers.
Little Eva	23	do do	Reindeer	23	Screw tug and barge, Sydenham and St. Clair Rivers.
Algonia	623	Lake Superior, passenger steamer.	J. C. Clark	88	Screw, passengers and freight, Wallaceburg and Sarnia.
Minnie Hall	47	Georgian Bay, tug.	E. Windsor	87	Screw barge, Sydenham and St. Clair Rivers.
N. P. Sprague	80	Lake Erie, timber tug.	Isaac May	490	Screw barge, Waubesa and Cleveland.
Fraula Smith	333	Lake Superior, passenger steamer.	Maid of Midland	12	Screw, passengers, Penetanguishene and Coochiching.
Waubesa	107	Georgian Bay, do	Bella Taylor	17	Screw tug, Georgian Bay.
Manitoba	226	Lake Superior, do	Lilly Kerr	29	do do
Alex. Jones	32	Steam ferry, Sarnia.	Lake Erie	267	Screw, passengers and freight, Chicago and Quebec.
Herald	46	Freight barge, Lake St. Clair.	Calabria	285	Screw, freight, Hamilton and Montreal.
Sea Gull	51	Steam ferry, Sarnia.	John S. Clark	13	Screw tug, Toronto Harbour.
Great Western	712	Great Western Railway car ferry, Windsor.	Columbia	244	do freight, Montreal and Chicago.
Whistle Wing	31	Passenger and freight steamer, Rice Lake.	Jessie Griffin	27	do tug, Welland Canal.
Isaac Bullis	67	Passenger and freight steamer, Rice Lake.	Prussia	45	do passengers and freight, Montreal and Chicago.
Forest City	46	Passenger and freight steamer, Rice Lake.	Agnes McMahon	45	do tug, Port Colborne Harbour.
Saginaw	154	Great Western Railway car ferry, Sarnia.	Magpie	21	do do do
Transfer	591	Canada Southern Railway, car ferry.	Wm. How	11	Screw tug, Welland Canal.
Lady Ida	18	Freight barge, Lindsay.	Magpie R. King	19	do do
E. L. Stoddart	12	Freight and passenger steamer, St. Clair River.	Minerva	21	do do
Champion	54	Freight and passenger steamer, St. Clair River.	Ada Carter	16	do do
Clyde	44	Freight and passenger steamer, Rice Lake.	Argyle	258	Screw, passengers and freight, Montreal and Chicago.
M. A. Robertson	223	Georgian Bay, freight propeller.	Georgiana	40	Side-wheel, freight, Thunder Bay.
Jerome	36	Collingwood tug.	Jessie	91	Screw tug, Lake Erie.
Albert Wright	29	Harbour tug.	Beauca	19	do do
Anglo Saxon	35	Passenger steamer, Lindsay and Port Perry.	Armenia	211	do do
Ogemah	75	Passenger steamer, Lindsay and the back lakes.	St. Clair	15	do tug, Rouleau Harbour.
Novelly	67	Passenger steamer, Lindsay and Bobcaygeon, Lindsay.	J. R. Crow	77	do tug and freight, Rouleau and Pelee Island.
Ranger	40	Timber tug, Lindsay.	Wm. Hall	31	Screw, tug and freight, Rouleau and Pelee Island.
Champion	73	Passenger and freight, Lindsay.	Vanderbilt	90	Screw barge, Georgian Bay and Lake Erie.
Mary Ellen	41	Timber tug, Lindsay.	California	211	Screw, freight, Montreal and Chicago.
Ontario	49	Passenger and freight, Lindsay.	Collin Munro	20	Screw tug, Port Stanley Harbour.
Commodore	93	do do	Prince Alfred	10	do do
Vanderbilt	63	do do	Victoria (of Bell Ewart)	39	Screw tug, Lake Simcoe.
Ramsden	19	Timber tug, Lindsay.	Isabella	11	do do
O'Kour	31	Screw passenger steamer, Georgian Bay.	Mince	29	do do
Persin	217	Passenger and freight propeller.	Carriella	19	Screw, passengers and freight, Lake Couchiching.
Jessie Oliver	139	Coasting steamer, Lake Superior.	Ida Burton	20	Side-wheel, passengers and freight, Lake Couchiching.
Watchman	18	do do	Emily May	101	Side-wheel, passengers and freight, Lake Simcoe and Couchiching.
M. J. Mills	15	Exploring do	Emily Dunham	32	Side-wheel, passengers and freight, Lake Simcoe and Couchiching.
Silver Spray	180	Passenger tug, Silver Lake.	Advance	8	Screw tug, Lake Simcoe.
Helen Grace	55	do do	G. S. Hathaway	5	do do
Modoc	26	Lumber tug, Collin's Inlet.	Dean	7	do passengers and mail, Lake Muskoka.
Victoria	69	Wood barge, St. Clair River.	Nipissing	52	Side-wheel, passengers and freight, Lake Muskoka.

WEST ONTARIO DIVISION.

Norseman	74	Side-wheel passenger and freight, Port Hope, and Rochester, U. S.	Ida Burton	20	Side-wheel, passengers and freight, Lake Couchiching.
Lothair	248	Screw, freight, timber, Lake Ontario.	Emily May	101	Side-wheel, passengers and freight, Lake Simcoe and Couchiching.
City of Dresden	615	do passenger and freight, Dresden and Detroit.	Emily Dunham	32	Side-wheel, passengers and freight, Lake Simcoe and Couchiching.
P. E. McKerral	92	Screw, freight, Georgian Bay.	Advance	8	Screw tug, Lake Simcoe.
W. S. Ireland	62	do do Detroit River and Lake Huron.	G. S. Hathaway	5	do do
City of Sandusky	463	Side-wheel, passengers, Port Stanley and Cleveland.	Dean	7	do passengers and mail, Lake Muskoka.
Alexander	77	Paddle, freight, Detroit and St. Clair Rivers.	Nipissing	52	Side-wheel, passengers and freight, Lake Muskoka.
Transit	527	Screw, passengers and car ferry, Detroit and Windsor.	Silver Spray	112	Side-wheel passengers and freight, Toronto and Port Dalhousie.
Beaver	17	Screw tug, Dresden and Detroit.	Teumaseb	513	Screw, freight, Port Colborne and Chicago.
Minnie Morton	15	do do Detroit River and Lake Erie.	Wm. Seymour	40	Screw, passengers and freight, Sarnia and Southampton.
Thomas	21	Screw, freight, Detroit River.	Samuel R. Norcross	22	Screw tug, (Lambert Harbour).
City of London	817	Screw, passengers and freight, Montreal and Chicago.	Susan C. Doty	17	do do and Lake Huron.
Coral	58	Screw, freight and tug, Dresden and Detroit.	East	219	Screw, passengers and freight, Port Colborne and Chicago.
Bob Hackett	52	Screw, passengers and freight, Windsor and Leamington.	Asia	287	Screw, passengers and freight, Montreal and Chicago.
Thomas Webb	57	Screw, freight and tug, Detroit and St. Clair Rivers.	Cumberland	228	Side-wheel, passengers and freight, Collingwood and Port William.
Dominion	117	Side-wheel, passengers and freight, Chatham and Detroit.	Colonel Strickland	114	Side-wheel, passengers and freight, Lakes Huron and Clear.
W. T. Robb	114	Screw tug, Lake Ontario.	Enterprise (of Lindsay)	47	Screw, freight, Port Perry and Penetang Falls.
City of Toronto	253	Side-wheel, passengers, Toronto, Niagara and Lewiston, U. S.	Niagara	6	Screw tug, Cobourg Harbor.
Canada	267	Screw, passengers and freight, Montreal and Chicago.	Emma Munro	18	do do do and Lake Ontario.
Indian	102	Screw, freight, Hamilton and Montreal.	Lizale	18	Screw tug, Port Colborne Harbour.
Lake Ontario	306	Screw, passengers and freight, Montreal and Chicago.	Olivia Gordon	58	do do do
Dromedary	173	Screw, freight, Montreal and Chicago.	Heitor	58	do do do
Osprey	109	Side-wheel, passengers and freight, Hamilton and Quebec.	L. N. G.	7	do Toronto do
Lincoln	333	Screw, freight, Montreal and Chicago.	Florence	73	Screw, passengers ferry, Sarnia, and Port Huron.
America	802	Screw, freight, Montreal and Chicago, St. Catharines and Montreal.	Wenzel	68	Side-wheel, " is on stocks; not inspected.
Europe	247	Screw, passengers and freight, Montreal and Chicago.	T. R. Record	14	Screw tug, bridge tender.
Dominion (of St. Catharines)	243	Screw, freight, Montreal and Chicago.	R. B. McMahon	36	do do
Oceana	257	do passengers and freight, Montreal and Chicago.	Ferry	30	do do
Mary A. Laughlin	12	Screw tug, Port Colborne Harbor.	Acadia	217	Screw, passengers and freight, Montreal and Chicago.
Sylvester Nelson	28	do do do	Philo Bennett	9	Screw tug; now at Owen Sound.
Wm. A. Roth	48	do do do	Minnie Walker	19	do dredge tug, Southampton.
Clara M. Carter	28	do do do	Almada Covel	38	do do
C. F. Watworth	11	do do do	Cayuga	38	Screw barge, Detroit River.
R. W. Standish	273	Screw, freight, Chicago and Montreal.			
Minnie Balle	14	do tug, dredge tender, Thames River.			
John S. Noyes	23	Screw tug, Thames River, and Lake St. Clair.			

EAST ONTARIO DIVISION.

Hiram A. Cnivo	108	Side-wheel tug on Lake Ontario and River St. Lawrence.
Wellington	321	Side-wheel tug on Lake Ontario and River St. Lawrence.

QUEBEC DIVISION.

MONTREAL DIVISION.			MONTREAL DIVISION.		
Name of Vessel.	Registered tonnage.	Description.	Name of Vessel.	Registered tonnage.	Description.
Bay of Quinte.....	150	Side-wheel tug on Lake Ontario and River St. Lawrence.	Champion.....	47	Paddle tug, Ottawa and Whitehall.
William.....	109	Side-wheel tug on Riv. St. Lawrence.	England.....	54	do do Ottawa and Grenville.
Pierpoint.....	82	do passengers, Kingston to Cape Vincent.	Engineer.....	8	Screw tug, Ottawa and Whitehall.
Wetmore.....	101	Side-wheel, passengers, Kingston to Cape Vincent.	Caroline.....	48	Screw, freight, Montreal and Ottawa.
Metamora.....	158	Screw tug, on Upper Lakes.	Louise.....	62	Paddle tug, Ottawa and Grenville.
Rochester.....	77	Side-wheel, passengers, Bay of Quinte.	Jane.....	49	Paddle, passengers, Ottawa and Hull.
John Bright.....	18	Screw tug, on Bay of Quinte and River.	Mac.....	21	do do Ottawa River.
John A. Macdonald.....	119	Side-wheel tug, Montreal to Quebec.	Rover.....	25	Paddle tug, Ottawa River.
S. & Edsall.....	94	Screw tug, on Lake Ontario and River.	Peerless.....	120	Paddle, passengers, Ottawa River.
America.....	104	Side-wheel, tug, on Lake St. Louis.	Ferry, Victoria.....	26	do do do do
Glide.....	20	Screw tug, Kingston to Montreal.	Cygnus.....	16	Paddle tug, Grace's Point & Montreal.
Coriander.....	244	Side-wheel, passengers, Hamilton to Montreal.	North America.....	40	do do Lachine and Carleton.
Maud.....	46	Side-wheel, passengers, Kingston to Cape Vincent.	Hope.....	87	do do Carleton and Whitehall.
Spargan.....	264	Side-wheel, passengers, Hamilton to Montreal.	Aurora.....	40	Paddle, passengers, Lachine and Caughnawaga.
Bristol.....	277	Screw, freight, Montreal and Chicago.	Albert.....	148	Paddle tug, Montreal and Ottawa.
Lake Michigan.....	301	do passengers, do do do do do	Magnum.....	180	Paddle, passengers, Montreal and Hamilton.
Nile.....	39	do do do do do do do	H. P. Dromon.....	28	Screw tug, Montreal and Kingston.
Wren.....	15	do do do do do do do	Arctio.....	41	Screw, freight, Montreal and Ottawa.
City of Hamilton.....	120	Side-wheel, tug, Bay of Quinte to Montreal.	Bytown.....	34	Paddle, do do do do
Rose.....	92	Screw, freight steamer, Rideau Canal and River.	Champion.....	36	Screw tug, Montreal and Whitehall.
Carlyle.....	75	Screw, freight steamer, Rideau Canal and River.	Stickiana.....	17	do do do do
Robert Anglin.....	48	Screw, freight steamer, Rideau Canal and River.	Albee.....	33	Paddle, freight, Montreal and Ottawa.
Pontamouth.....	88	Screw, freight steamer, Rideau Canal and River.	Edwin.....	10	Screw tug, Montreal and Kingston.
Bruno.....	256	Screw, freight, Montreal to Chicago.	Charlton.....	10	do do do do
Corinthian.....	230	Side-wheel, passengers, Montreal to Hamilton.	Flawn.....	30	Paddle tug, Ottawa and Lake Champlain.
Marg. Stevenson.....	66	Side-wheel, passengers, on Lower St. Lawrence.	G'n Elevator, No. 3.....	19	Grain Elevator, Montreal Harbour.
Passport.....	162	Side-wheel, passengers, Montreal to Hamilton.	" " " 2.....	41	do do do do
Pictou.....	76	Side-wheel, passengers, Montreal and Belleville.	" " " 2.....	23	do do do do
Castor.....	40	Screw tug, Montreal and Lake Champlain.	" " " 1.....	30	do do do do
Mutika.....	32	Side-wheel, tug, Montreal & Ottawa.	" " " 1.....	41	Paddle tug, Carleton and Chambly.
Aid.....	107	Side-wheel, tug, Montreal & Ottawa.	Cultivator.....	41	Screw tug, Montreal Harbour.
St. Lawrence.....	203	Screw, freight, Quebec and Chicago.	Minnie F. Varon's.....	121	Paddle, passengers, Montreal and St. John.
Manitoba.....	66	Side-wheel, passengers and tug, River St. Lawrence.	Maid of Canada.....	121	Paddle, passengers, Montreal Harbour.
Norfolk.....	42	Side-wheel, passengers, Bay of Quinte.	John Brown.....	59	Screw tug, Montreal Harbour.
Jessie Abbey.....	28	Screw tug, do do do do do do do	Plover.....	18	do do do do
(Gassie or Rafamann).....	52	Side-wheel, passengers, River St. Lawrence.	Messengers.....	18	do do do do
H. M. Mixer.....	9	Screw tug, Kingston and Bay of Quinte.	Sancho.....	10	Screw tug, Ottawa and Whitehall.
Lady Franklin.....	19	Screw tug, Kingston and Bay of Quinte.	City of Ottawa.....	65	Paddle tug, Montreal and Grenville.
Grenville.....	11	Screw tug, on Rideau Canal.	White Bird.....	39	Screw tug, Ottawa and Chambly.
Starling.....	3	Screw tug, on Bay of Quinte.	Jennie.....	42	Screw tug, Montreal and Ottawa.
Ellen Jones.....	14	do do do do do do do	Express.....	42	Screw tug, Montreal and Ottawa.
Prince Edward.....	26	Side-wheel, ferry, Belleville and Prince Edward.	Seaboarder.....	14	Paddle, passengers, Montreal and Bonaventure.
Himon Davis.....	21	Screw, fish-boat, Kingston and Port Hope.	Mark Twain.....	158	Screw tug, Montreal and Ottawa.
Africa.....	167	Screw, passengers and freight, Montreal and Chicago.	Laprairie.....	168	Paddle, passengers, Montreal and Laprairie.
Eleanor.....	10	Screw tug, on Rideau Canal.	Atlas.....	40	Paddle, passengers, Montreal and Carleton.
Norman.....	11	Screw, freight, Bay of Quinte, do do do do do do do	France.....	7	Screw tug, Montreal and Ottawa.
Incarnade.....	15	do do do do do do do	G'n Elevator, No. 5.....	55	Screw, Grain Elevator, Montreal Harbour.
Athenian.....	708	Side-wheel, passengers, Lake Ontario and Prescott.	Dagmar.....	55	Paddle, passengers, Montreal and Carleton.
Abyssinian.....	720	Side-wheel, passengers, Lake Ontario and Prescott.	Royal.....	164	Paddle tug, Montreal and Quebec.
York.....	102	Side-wheel, freight, Hamilton and Montreal.	Adolphus.....	7	do do do do Carleton.
Bruce.....	87	Side-wheel, passengers, on Rideau Canal.	Allen.....	17	Screw tug, Ottawa and Whitehall.
Monitor.....	88	Side-wheel, tug, on Du Chen Lake.	Banisher.....	183	Paddle, passengers, Montreal and Cornwall.
Jessie Chasels.....	181	do passengers, do do do do do do do	Montville.....	114	Paddle, passengers, Montreal and Longueuil.
Prince Arthur.....	169	Side-wheel, passengers, Chate Lake.	Longueuil.....	189	Paddle, passengers, Hochelaga and Longueuil.
Jaane Gould.....	39	do do do do do do do	J. B. A.....	96	Paddle tug, Montreal and Whitehall.
Doux Rivieres.....	184	do do do do do do do	Mink.....	32	Screw tug, Montreal and Ottawa.
John Eggar.....	98	do do do do do do do	Victory.....	11	Paddle tug, Montreal and Whitehall.
John Egan.....	88	Side-wheel, passengers, De. Joachims to Montreal.	Oak.....	21	do do do do
Allumette.....	8	Side-wheel, passengers, Chapeau to Hargrave.	Dandy.....	15	Screw tug, Ottawa and Whitehall.
Bir John Young.....	56	Side-wheel, passengers, Chapeau to Hargrave.	Paddy.....	10	Paddle tug, Montreal and Ottawa.
Enterprise.....	108	Side-wheel, tug steamer, on Mississippi Lake.	Wood.....	23	do do do do
Adventure.....	108	Screw, freight, on Rideau Canal and River.	L. Stickiana.....	203	Screw, freight, Montreal and Chicago.
Lily.....	8	Screw tug, Rideau Canal, Bay and River.	G'n Elevator, No. 6.....		
Elwood.....	7	Screw tug, Rideau Canal, Bay and River.	Bavarian.....	280	Paddle, passengers, Montreal and Hamilton.
Saxon.....	110	Screw, barge, freight, Bay, River and Lake.	Alexandra.....	95	Paddle wheel, passengers, Montreal and Carleton.
Kitty Friel.....	68	Screw, barge, freight, Rideau Canal and River.	Nil Desperandum.....		
Chandlers.....	68	Side-wheel, tug, Du Chen Lake.	Eclair.....	1	Paddle, passengers, Grenville and Carleton.
Emerald.....	56	do do do do do do do	Maude.....	41	Paddle tug, Ottawa and Grenville.
Oregon.....	50	do do do do do do do	Queen Victoria.....	68	Paddle, passengers, Montreal, Ottawa and Grenville.
Snow Bird.....	45	do do do do do do do	Swan.....	13	Screw tug, Montreal and Ottawa.
Alliance.....	167	do do do do do do do	Bohemian.....	174	Paddle, passengers, Montreal and Carleton.
Kepawee.....	7	do passengers, Des Joachims River.	Albert.....	16	Screw tug, Montreal and Baugharais.
Forest Queen.....	68	Side-wheel tug, Allumette Lake.	St. Catherine.....	5	do Lachine Canal.
Pembroke.....	87	do do do do do do do	M. K. D.....	37	Paddle tug, Montreal and Grenville.
St. Jean Baptiste.....	74	do do do do do do do	Prince of Wales.....	85	Paddle, passengers, Carleton and Lachine.
Royal.....	8	Screw, passengers, between Dundre and Cornwall.	G'n Elevator, No. 9.....		
Gatineau.....	85	Screw, freight, between Ottawa and Cape Vincent.	Relief.....	17	Paddle tug, St. Lawrence and Ottawa.
Dell.....	4	Screw tug, Rideau Canal.	L'Ontario.....		
Mary Ann.....	35	do do do do do do do	Active.....	111	Screw tug, Montreal and Hamilton.
Welshman.....	90	do do do do do do do			
Ivanhoe.....	88	Screw, freight steamer, Bay of Quinte, River and Lake.	Champion.....	90	Screw propeller, tug, Gulf to Montreal and to carry 25 passengers.
Water Lily.....	78	Screw, freight and tug, Rideau Canal and River.	Georgia.....	427	Screw propeller, passengers and freight, Montreal to Pictou, N. S.
			Beaver.....	100	Screw propeller, passengers and freight, Quebec and Cammellion.
			Secret.....	893	Side-wheel, passengers and freight, Quebec and Pictou, N. S.
			Sarson.....	185	Side-wheel, towing in Saguenay River.
			Levis.....	100	Side-wheel, ferry, Quebec and Levis.
			James.....	81	do passengers, Quebec and St. Ronald.

THREE RIVERS DIVISION.

Name of Vessel.	Registered tonnage.	Description.
Fire Fly.....	46	Paddle, passengers, St. Francis and Sorel.
Merret.....	079	Screw tug, Quebec and Montreal.
Delisle.....	17	Screw tug, Montreal Harbour.
Casior.....	58	Paddle tug, St. Francis and Chambly.
Sorel.....	43	Paddle, passengers, Berthier & Sorel.
William.....	103	do do Quebec and Montreal.
Chambly.....	76	do do Montreal & Chambly.
Montreal.....	284	do do Montreal and Quebec.
Berthier.....	158	do do Berthier & Montreal.
Champion.....	127	do do and tug, Quebec and Montreal.
Berthier.....	29	Paddle tug, Three Rivers & Chambly.
Cariboo.....	4	Screw tug, Ottawa and Chambly.
Victoria.....	114	Paddle tug, Montreal and Sorel.
New York.....	55	do do Montreal and Chambly.
Terrebonne.....	53	Paddle, passengers, Montreal and Terrebonne.
Boston.....	38	Paddle tug, Montreal and Quebec.
L'Assomption.....	28	Stern-wheel, passengers, L'Assomption and Montreal.
Rocket.....	172	Paddle, passengers, and tug, Montreal and Gulf.
Ignatius Tyler.....	21	Paddle tug, Rivière du Loup and Burlington.
Meteor.....	109	Paddle tug, and passenger, Montreal and Quebec.
Blamark.....	10	Stern-wheel tug, Rivière du Loup and Burlington.
John.....	44	Paddle tug, Montreal and Whitehall.
Quebec.....	527	Paddle, passengers, Montreal and Quebec.
Montreal.....	29	Paddle tug, Sorel and Chambly.
Lincoln.....	43	do do Lacine and Ottawa.
Trois Rivières.....	225	Paddle, passengers, Three Rivers and Montreal.
L'Assomption.....	80	Paddle tug, Montreal and Chambly.
Canada.....	663	Paddle, passengers, Montreal and Quebec.
Richelieu.....	68	Paddle, passengers, Lights and Buoys.
Mary.....	23	Paddle tug, Montreal and Quebec.
Louis Tourville.....	24	Screw tug, Ottawa and Grenville.
Athenais.....	26	Stern-wheel, passengers, Pierreville and Chambly.
L. A. Senecal.....	32	Screw tug, Montreal and Whitehall.
Lucinda.....	21	Stern-wheel tug, Batiscan and Three Rivers.
Maxman.....	21	Stern-wheel tug, Ottawa & Grenville.
Mario.....	15	do do Three Rivers & Chambly.
Beaver.....	104	Paddle tug, Montreal and Quebec.
Vermont.....	47	do do do Chambly.
Dixie.....	134	Paddle, passengers, Three Rivers and St. Genesève.
Laval.....	65	Paddle tug, Three Rivers & St. Maurice.
Arthur.....	7	do do do do.
Monacé.....	7	do do do do.
St. Paul.....	.....	Paddle; did not run.
Dora.....	.....	Paddle tug, Nicolet River.
King Bird.....	3	Stern-wheel tug, Rivière du Loup and Sorel.
Rivière du Loup.....	24	Paddle, passengers, Rivière du Loup and Sorel.
Pie Nic.....	.....	Screw, passengers, St. Hyacinthe and St. Pie.
Maskinongé.....	22	Paddle, passengers, Maskinongé and Sorel.
Malford.....	.....	Stern-wheel; did not run.

NOVA SCOTIA AND NEW BRUNSWICK DIVISION.

Goliath.....	40	Screw tug, Halifax Harbour, N. S.
Linda.....	390	Screw passenger steamer between Yarmouth, St. John and Boston.
Gipsy.....	25	Screw tug, Yarmouth Harbour, N. S.
M. A. Starr.....	166	Screw passenger steamer running coastwise, N. S.
David Weston.....	552	Paddle passenger steamer on the River St. John.
Rothsay.....	627	Paddle passenger steamer on the River St. John.
Hiram Perry.....	39	Screw tug in St. John Harbour.
Norman.....	12	do do do do.
General.....	25	Paddle tug boat in St. John Harbour.
Sunbury.....	108	do do do do.
Ada G.....	30	do do do do.
Lincoln.....	32	do do do do.
Speck.....	7	Screw tug boat, St. John River.
Tiger.....	19	do do do do.
Hercules.....	14	do do do do.
Scud.....	285	Paddle passenger steamer in the Bay of Fundy, N. B.
Dot.....	9	Screw tug boat, St. John River.
Antelope.....	77	Paddle do do do do.
Oliver.....	257	Paddle passenger steamer on the River St. John.
City of Fredericton.....	100	Stern-wheel passenger steamer on the Upper St. John River.
St. Patrick.....	13	Screw tug boat, St. John Harbour.
St. John.....	6	do do do do.
Utopia.....	17	Screw ferry boat, St. George, N. B.
Rothsay Castle.....	84	Paddle passenger steamer coastwise, north shore of N. B.
City of St. John.....	518	Paddle passenger steamer, coastwise, in the Bay of Fundy.
Victor.....	31	Screw tug, St. John Harbour.
Captain.....	8	do do do do.
Starr.....	128	Paddle passenger steamer on the Washademoak Lake, N. B.
Empress.....	660	Paddle passenger steamer in the Bay of Fundy.
Geo. D. Hunter.....	13	Screw tug boat, Bay of Fundy.
Neptune.....	19	do do do do.
Fred. Leavitt.....	14	Screw ferry boat, Annapolis, N. S.
Andover.....	199	Stern-wheel passenger steamer, Upper St. John River.
Enterprise.....	20	Paddle ferry boat, Woodstock, N. B.
Western Extension.....	106	do do do do.
Xanthus.....	23	Screw tug boat, Bay of Fundy.
G. W. J. Smith.....	35	do do do do.
Tanner.....	21	Paddle ferry boat, Chatham, N. B.
New Era.....	43	do do do do.
Newcastle.....	80	do do do do.
Highland.....	18	Screw tug boat, do do.

Name of Vessel.	Registered tonnage.	Description.
Relief.....	59	Screw tug boat, Chatham, N. B.
Ladde.....	12	do do do do.
Telegraph.....	59	Paddle ferry boat, Indian town, N. B.
Frank.....	28	do do do do.
Princess of Wales.....	620	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
St. Lawrence.....	675	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
Heather Bell.....	95	Paddle passenger steamer between Prince Edward Island, Nova Scotia and New Brunswick.
Eldin.....	31	Paddle ferry boat, Charlottetown, P. E. I.
Maid of the Mist.....	116	Paddle passenger steamer, Charlottetown, P. E. I.
Mayflower.....	130	Paddle ferry boat, Pictou Harbour, N. S.
Tiger.....	28	Screw tug boat, Pictou Harbour, N. S.
East Riding.....	85	Paddle passenger steamer, Pictou, to New Glasgow.
Lion.....	10	Screw tug boat, Wallace River, N. S.
Dragon.....	136	Screw tug boat, Pictou Harbour, N. S.
Lady Head.....	.....	Steamer owned by the Dominion Government.
Enterprise.....	72	Paddle ferry boat, Millville, N. B.
Alida.....	29	Screw tug boat, St. John Harbour, N. B.
Gladiator.....	4	Screw tug boat, Richibucto Harbour, N. B.
Fawn.....	67	Paddle passenger steamer, St. John River, N. B.
Onanogony.....	86	Paddle ferry boat, St. John Harbour.
Highlander.....	181	Stern-wheel passenger steamer on the Upper River St. John.
Ida Whittier.....	207	Stern-wheel passenger steamer on the Upper River St. John.
Richmond.....	44	Side-wheel ferry boat on Lennox Passago, C. B.
Marysville.....	25	Paddle ferry boat, Fredericton, N. B.
New Dominion.....	10	do do do do.
Forty-second.....	45	do do do do.
Mc Mac.....	150	do do do do.
Chibecto.....	108	do do do do.
Sir C. Ogle.....	126	do do do do.
A. C. Whitney.....	60	Screw tug boat, Halifax Harbour, N. S.
Lady of the Lake.....	52	Paddle ferry steamer, Sydney Harbour, N. S.
Neptune.....	98	Paddle passenger steamer, Bras d'Or Lake, N. S.
D. G. Ingraham.....	84	Screw tug boat, Cow Bay, N. S.
L. Boyer.....	56	do do Port Caldonia, C. B.
E. M. Cates.....	43	do do Little Glace Bay, C. B.
Uniform.....	20	do do Sydney Harbour, C. B.
Dolphin.....	.....	do do Lingon, C. B.
Albert.....	87	Screw tug and freight steamer on the Bay of Fundy.
Fred. Olmsted.....	18	Screw tug boat, Musquash River, N. B.
J. C. Vail.....	14	Paddle ferry boat, Gouda Point, N. B.
Bismarck.....	10	Paddle tug boat, Fredericton, N. B.
La Have.....	12	Screw tug boat, Bridgewater, N. S.
Daisy.....	30	do do Liverpool, N. S.
Bessie B.....	9	do do St. John, N. B.
Glendon.....	175	Screw freight boat, St. John and Boston.

GOVERNMENT STEAMERS.

We have no definite information of the number and character of the steamers in use by the various Provinces prior to Confederation; but the steamers owned by the Dominion in 1868, were the *Napoleon III*, *Lady Head*, *Advance*, *Richelieu* and *Druid*. The first four were stationed on the St. Lawrence, the last at Halifax. The *Advance* was shortly thereafter sold, being unfit for service. The others were efficient strong vessels, and employed on Trinity House Service. They supplied the light-houses, laid down buoys, towed wrecked or disabled vessels, and rendered assistance to shipping coming up the St. Lawrence when necessary, also assisted to remove obstructions in the river, &c.

In 1870, three steamers were employed by Government, the *Napoleon III*, *Lady Head*, and *Druid*. The *Napoleon III* was a powerful iron screw vessel, 300 horse power, built in Glasgow, in 1856. A serviceable steamer, but rolled a good deal. The *Lady Head* was also an iron screw vessel; built at Glasgow, in 1857; 150 horse power. The *Druid* was an iron side-wheel steamer, built likewise at Glasgow, in 1856. She had two steep engines, and 170 horse power. Drew but little water, and was a powerful tow boat, well suited for river service.

In 1871, the same steamers were on duty; in

addition to which, the *Richelieu*, a paddle-wheel boat in the service of the Trinity House, Montreal, and a small steam yacht in the service of the River Police at Quebec, were under the management of the Government.

In 1872, the Government vessels were the *Napoleon III*, *Lady Head*, *Druid*, *Dolphin*, *Richelieu* and *Sir James Douglas*, British Columbia. The last mentioned came into the hands of the Government when British Columbia became part of the Dominion the year previous. She was built of wood, in Victoria Harbour, in 1864; she was a small vessel, built for dredging the Victoria Harbour. Has no sleeping accommodation; but can seat about twenty passengers.

The Dominion steamers are every year becoming more useful. The building of so many new light-houses, with those already erected in the river and Gulf of St. Lawrence, Straits of Belle Isle, and the coasts of Newfoundland and Labrador, upon points of the most dangerous character, where no sailing vessel should venture, in fact the light-houses being put there to warn them away, none but powerful steamers, commanded by prudent and experienced masters, and manned by good crews, should undertake the duties. The supplies at Anticosti and other points are landed in ship boats, manned by six men, and rowed from one to three miles from where the steamer is obliged to lay to, requiring from six to ten trips, frequently through very rough seas; twelve to fourteen strong men, with two good boats, are needed for the purpose. It has sometimes happened that a sudden storm has sprung up, with a strong wind blowing on the land, and so rapidly increasing in strength as to prevent the boats from returning to the steamer, and she has been compelled to run far out to sea to get away from the treacherous neighbourhood, some days elapsing before she could take off the men. Before a sailing vessel could get her men on board, and sails and anchors up, she would be driven among the breakers. Besides being well employed on the above important duties, the steamers are also frequently engaged in rendering assistance to vessels in distress in the Gulf, and are depended upon to a great extent in such emergencies for the saving of life and property. A fair charge is made for the time occupied in such service, and the amounts so accruing are deposited to the credit of the Receiver General as revenue, enough being collected to go a considerable way towards paying for fuel, &c., annually consumed.

ATLANTIC STEAMERS.

The development of steam navigation upon the ocean during the last fifty years is one of the wonders of this century. It is a pleasing reflection that Canada, notwithstanding her infancy among the nations, has taken no unimportant part in creating the vast steamship marine which now exists in the world. Before speaking about the Allan Company which will naturally present itself to the mind as first as a Canadian line, we wish to refer to another name, which should by no means be ignored in this connection.

THE CUNARD LINE.—The Cunard steamers are known on almost every sea, and wherever known, enjoy the reputation of being unsurpassed, and almost unequalled for safety, management, and appointments in every way. We have generally regarded the Atlantic Cunard Steamers as Anglo-American, inasmuch as they

sail from Boston; but it must not be forgotten that these steamers stop at Halifax, and that it is really from this port that they start to cross the Atlantic. But we claim Cunard and glory in the success of his vast enterprise for another reason. The Cunard family are not only British subjects, but they belong to the noble class of Britons who laid the foundation of British Canada. They belong to the band of U. E. Loyalists who instead of rebelling remained firm adherents of the throne of England.

Robert Cunard, of Pennsylvania, was attainted of treason by the successful rebels, and lost his estate by confiscation. He became a refugee in New Brunswick, where he died in 1818. His son Abraham, settled in Halifax, became a merchant, and died in that city. It was his sons who founded the Royal Mail Steamship Line.

CANADIAN TRANSATLANTIC STEAM NAVIGATION.

The eastern coast of Canada is much nearer the British Isles than any other part of America. Consequently the ocean ferry between Europe and America is more quickly crossed here than anywhere else. Other things being equal the shortest sea route must eventually become the most popular. And when it is fully established, as it can and will be, that the voyage from Quebec is as safe as any other; and that the service is in every way as comfortable as by any other line, the demands of the public will require, instead of a weekly, almost a daily line. We speak, of course, of the time when the country shall become more densely populated and wealthy.

THE MONTREAL OCEAN STEAMSHIP COMPANY, or ALLAN LINE, already so well and favorably known to Canadians, has an interesting history. To place a sketch before our readers, we cannot do better than quote from J. C. Morgan's "Celebrated Canadians."

Sir Hugh Allan, the founder of the Company, was born at Saltcoats, Scotland, on the 29th Sept. 1810. He is the second son of the late Captain Alexander Allan, who was long and favorably known as a highly popular and successful shipmaster, trading between the Clyde and Montreal. During the thirty years he was engaged in that business, the different ships he commanded were much sought after by passengers; and many persons still living throughout the Province retain to this day pleasant reminiscences of the voyages which they made across the Atlantic under his watchful care. Brought up almost on the verge of the ocean, and his father and two of his brothers being seafaring men, Hugh, at an early age manifested a strong attachment to all kinds of nautical craft, and attained a considerable degree of knowledge in matters connected with them. Constantly in and about boats and ships, living almost on the water, and in the company of sailors, it was to be expected that his predilections would run in that way, and his subsequent career has been, doubtless to a large extent, influenced by his early associations.

In the year 1824, his family removed their residence to Greenock, and, in the following spring (1825) Hugh, being then fourteen years of age, was entered as a clerk, with the highly respectable firm of Allan Kerr & Co., then an extensive and influential shipping agency in Greenock. There he acquired some knowledge of the management of ships, and the method of keeping their

accounts, and developed a strong liking for that kind of business. After he had been there about a year, his father, who was a farseeing man, and had ulterior views for him, proposed that he should go out to Canada; and, this being in accordance with his own wishes, he at once agreed to the proposal. He sailed from Greenock, for Montreal, on the 12th April, 1826, in the brig *Favorite*, of which his father was then commander, and his eldest brother, second officer. After an agreeable passage, diversified by the usual incidents of fogs, icebergs, and occasional strong breezes of wind, incidents always regarded as important, on first crossing the sea, the *Favorite* arrived at Quebec on the 15th May. She was towed from thence, by the steamboat *Hercules*, then the only tow boat on the river; and after various delays, reached the foot of the current St. Mary. There was a strong breeze of wind down the river, and the steamer was unable to take the ship up the current,

A hawser was therefore passed ashore, and attached to about a dozen pairs of oxen, (then kept for the purpose) by whose assistance the *Hercules* and the *Favorite* surmounted the current; and the subject of this sketch landed at Montreal, for the first time, on Sunday morning, the 21st May, 1826. At that time there were no wharves built, and the vessels lay as near to the shelving beach as they could conveniently get, using long gangways, rigged on spars, as a means of communication with the shore. After looking about him for a few days, he obtained a situation as a clerk, with the firm of William Kerr & Co., then engaged in the dry goods trade in St. Paul street. There he remained a little more than three years, and obtained some acquaintance with goods, besides a general knowledge of mercantile business and book-keeping. The winters were chiefly spent in the country, north of Montreal, in the neighbourhood of Ste. Rose and Ste. Thérèse, where he acquired a knowledge of the French language, and during these years, all his spare time was occupied in improving himself in various branches of learning and knowledge.

Mr. Allan revisited his father's house in 1830, and remained with the family during the winter. In April, 1831, he sailed for Canada in the ship *Canada*, and arrived in Montreal, on the 1st of May. Soon afterwards he obtained a situation in the house of James Miller & Co., then engaged in building and sailing ships, and as commission merchants. This was congenial employment for him, and he devoted his whole energies to the business. He remained a clerk there until the end of the year 1835, when he was admitted a partner with Mr. Miller and Mr. Edmonstone and Mr. Allan commenced a new partnership. That connection still exists, though other changes have taken place in the partnership since then.

In the year 1841, they were employed by the then Governor General the late Lord Sydenham, to build a steam frigate, which bore his name. They also built in that year, a small screw steamer for the Government, called the *Union*, being one of the earliest attempts at that description of vessel in the Province. Next year, besides two sailing ships, they built a tow boat for the river, called the *Alliance*, and several barges to lighten ships up and down the river. The *Alliance* was one of the best and most powerful tug boats that has ever been on the St. Lawrence.

They soon after discontinued ship-building;

and for some years contented themselves with the management of their ships, and such other business as was entrusted to them; till about the year 1851, when the successful establishment of screw-steamers on the Atlantic elicited proposals for a line to the River St. Lawrence. Mr. Allan took up the matter with much interest, and entered into correspondence with various parties on the subject, which resulted in his making an offer to a leading member of the Government, then in office in this province, to establish such a line. The government, however, preferred giving the contract to parties in Great Britain; because no doubt, they were supposed to be better able to carry it out. It was consequently given to Messrs. McKean, McLarty & Co., of Glasgow. After a trial of about a year and a half, these parties failed to give satisfaction; and the Government again threw the contract open to competition.

Mr. Allan once more took up the matter warmly; and through the influence of the Hon. John Ross, the Hon. G. E. Cartier, the Hon. L. T. Drummond, and others, a contract was given to him. He had already, with his brothers and business connections, built the Steamships *Canadian* and *Indian*, which were then profitably employed in the service of the home government in the Black Sea, during the Crimean War; and he proceeded at once to England, and contracted for two others, the *North American* and *Anglo-Saxon*. With these four steamships the line was commenced in the spring of the year 1856. The service was fortnightly to and from the St. Lawrence, during open navigation; and monthly to and from Portland, during winter. The performances of the steamers were exceedingly satisfactory; and, though not at first attended with much profit, the line was successfully conducted.

In the year 1857, the public began to ask for more frequent communication, and soon after, the question was taken up by the Government. It was ultimately determined that the service should be increased to a weekly steamer from each side during the whole year; and, after some negotiation, the Government arranged with Mr. Allan for the establishment of the increased service. He lost no time in proceeding to England, and contracted for the building of four additional steamers of enlarged size, and on the 1st May 1859, the weekly service was commenced, and has ever since been continued.

There are few public enterprises of any kind in this Province, in which Mr. Allan has not been engaged, either as a director or a shareholder. He has shown himself to be one of our most enterprising and public spirited men, and a credit and honour to the country in which his conceptions have been chiefly carried out.

A third mail service has recently been established by an arrangement between the Messrs. Allan and the Dominion Government. During nine months of the year the Halifax mail boats are to undertake to call at St. John's (Newfoundland) going and returning. During the other three months of the year, when the ice makes the navigation between these places difficult and tedious, a wooden steamer, the *Newfoundland*, of 900 tons, specially constructed for the purpose, will conduct the service.

The vast increase in the Canadian trade, and the great development of emigration to Canada, compelled Messrs. Allan, in the year 1859, to add four steamers to their line, making a fleet

of eighteen steamships, with which the weekly mail service was conducted. From that period up to the present time, successive additions have been made in the following order:—The *St. Patrick*, *St. Andrew*, *St. David*, *Corinthian*, *Manitoban*, *Caspian*, *Moravian*, *Hibernian*, *Peruvian*, *Nestorian*, *Austrian*, *Prussian*, *Scandinavian*, *Sarmatian*, *Polynesian*, and *Circassian*. The *Polynesian*, the largest vessel at present in the fleet, was dispatched on its first voyage in October of last year, and made the extraordinary passage of seven days, eighteen hours and fifty-five minutes between Quebec and Londonderry. The *Circassian*, the latest addition to the Allan fleet, sailed on its first voyage on the 24th April. The Allan steamers, it should be noticed, are built with an exclusive regard to the elements of strength and solidity, but that these are not inconsistent with extreme beauty of form will be admitted by any one who has examined the lines of the *Circassian*. The steamers are not classed at Lloyd's, nor with the Liverpool Underwriters, the owners having their own standards of strength, &c., which, however, are much in excess of the requirements of Lloyd's.

The following is a complete list of the fleet of steamers at present belonging to the Montreal Ocean Steamship Company:

"ALLAN" LINE OF STEAMERS.

Steamer.	Gross Tonnage.	Net Tonnage.	Horse Power.	Cabin Accom.
<i>Sardinian</i>	4,200	2,300	675	120
<i>Polynesian</i>	3,982	2,021	675	120
<i>Sarmatian</i>	3,911	2,175	650	100
<i>Circassian</i>	3,200	1,815	550	100
<i>Scandinavian</i>	2,840	1,511	500	100
<i>Prussian</i>	2,794	1,776	500	90
<i>Austrian</i>	2,458	1,650	450	115
<i>Nestorian</i>	2,466	1,677	455	115
<i>Moravian</i>	2,451	1,671	400	80
<i>Peruvian</i>	2,320	1,570	400	100
<i>Hibernian</i>	2,752	1,736	400	80
<i>Nova Scotian</i>	2,050	1,850	400	80
<i>Caspian</i>	2,728	1,788	400	80
<i>Manitoban</i>	2,395	1,543	350	25
<i>Canadian</i>	2,401	1,531	280	25
<i>North American</i>	1,673	1,138	250	75
<i>Corinthian</i>	1,517	919	170	40
<i>St. David</i>	2,350	1,500	275	30
<i>St. Andrew</i>	2,300	1,700	275	30
<i>St. Patrick</i>	1,210	891	120	20
<i>Acadian</i>	931	596	100	—
<i>Newfoundland</i>	900	550	100	40
<i>Rocket</i>	850	175	100	—
<i>Meteor</i>	250	100	75	—
<i>Mersey</i>	227	51	20	—
	55,598	34,499	8,520	1,565

With reference to some of these steamers, viz., the *St. Andrew*, the *St. Patrick*, the *St. David*, the *Corinthian*, and the *Manitoban*, it should be stated that they are engaged in what is now a weekly, but which, up to 1870, was only a fortnightly service between Glasgow and Montreal, for the conveyance of passengers and goods. In addition to this trade, the Allan Company, when it was requested by the Dominion Government to undertake the fortnightly mail service to Halifax, established connections with the Southern Ports of Baltimore and Norfolk, which passengers to the Western States frequently choose as their route by way of the Baltimore and Ohio Railroad, and the newly constructed Chesapeake and Ohio Railroad, which comes down to Norfolk. The people of Norfolk, Virginia, warmly welcomed the establishment of the service in 1871, as an event in their history, and are doing everything they can to encourage the trade, which is growing in a very satisfactory manner, both there and at Baltimore.

The sailing fleet which now numbers thirteen vessels, of a total net tonnage of 13,780 tons, at one time comprised twenty-five vessels. The ships at present in use are fine iron vessels, some of them, such as the *Gleniffer*, possessing great sailing powers. They are for the most part, engaged in trading between Liverpool, Quebec and Montreal, and Glasgow, Quebec and Montreal. When Canadian freight is not to be had, some of the vessels are despatched to Calcutta, Bombay, and other ports. Up to about ten years ago, two voyages out and home in the season, which was held to last about eight months, was considered fair work for one of these sailing vessels; but those now engaged in the trade make regularly three voyages. The *Gleniffer*, in the year 1871, made four voyages to Quebec and back during the eight months of the St. Lawrence open navigation. In addition to this, the *Gleniffer* made one voyage to New York within the twelve months, and had one month to be in port before the next opening of the St. Lawrence navigation. Her shortest passage was made in fifteen days from Quebec to Greenock.

The high price of coal in England has neces-

sarily turned the attention of the steamship owners to the methods of obtaining that article of necessity from other quarters. It was a matter of course that the attention of Sir Hugh Allan should not overlook the coal resources of the Dominion. Some time since, property was acquired at Acadia, near Pictou, on the northern coast of Nova Scotia, which was known to contain coal. The Acadian Coal Company was formed by Sir Hugh Allan, and now the Allan Company, maintain a steamer of 931 tons, called the *Acadian*, which is solely engaged in conveying the coal from this district to the various depots of the Company at Quebec and Portland.

These are the merest outlines of the inception and progress of this great Company, which has done so much to build up and consolidate the Dominion; to encourage, foster, and stimulate its trade; and to furnish it with strong arms, hard sense, and indomitable energy.

OTHER OCEAN LINES.—The success which has attended the Allan Line, the steady growth of the country, and the increasing flow of emigration to Canada naturally lead to the formation of other Lines of Steamships for the same route.

DOMINION LINE.—This line has steamers running regularly between Liverpool and Quebec, in summer, and Portland in winter. They call at Belfast. The following first-class steamships are among those in this service:

Dominion, *Mississippi*, *Memphis*, *Vicksburg*, *Ontario*, *Texas*, *Missouri*, and *St. Louis*.

General Agents in Canada are David Torrance & Co., Montreal.

TEMPERLEY LINE.—Running between London, Quebec and Montreal, calling at Plymouth. The following first-class iron steamers have been upon this route: The *Scotland*, *Thames*, *Severn*, *Hector*, *Medway*, *Delta*, *Nyanza*, *Tagus*, *Niger*.

These steamers sail once each week during summer navigation, carrying both passengers and freight. Rates of passage: Quebec to London, cabin, \$60.00. Agent at Montreal, David Shaw.

SKETCH OF THE GEOLOGY OF NOVA SCOTIA.

BY HUGH FLETCHER,

OF THE GEOLOGICAL SURVEY OF CANADA.

The geological formations hitherto recognized in Nova Scotia are given, in descending order, in the following table:

1. Recent.	
2. Post glacial.	}..... Post Cretaceous.
3. Glacial.	
4. New red sandstone.	 Triassic.
5. Coal measures.	}..... Carboniferous.
6. Millstone grit.	
7. Lower carboniferous.	
8. Oriskany.	}..... Devonian.
9. Lower Helderberg.	
10. Niagara.	}..... Middle Silurian.
11. Clinton.	
12. Medina and Oneida.	
13. Quebec.	}..... Lower Silurian.
14. Potsdam or auriferous.	
15. Laurentian.	

It should be remarked, however, that some doubt exists among geologists as to the precise age of the lower members of the series, so that the grouping must be regarded as only provisional.

LAURENTIAN FORMATION.—To this formation are referred the gray, reddish and cream-colored gneissic, syenitic and porphyritic rocks, alternating with bands of mica schist, and frequently traversed by veins of quartz and calc-spar, which underlie unconformably the gold-bearing strata. They cover, although the limits are ill defined, considerable areas in every part of the province, and form the axes of many of the principal ranges of hills. Extending from the Tusket Islands in Yarmouth county to the vicinity of Windsor, in a band of variable breadth, the gneissoid rocks connect there by a spur with the great exposures of the Halifax peninsula, whence they are met with at intervals as far as Cape Canso. A belt fifteen miles wide stretches from this band at Lake Rossignol northward to the valley of the Annapolis River, with a prolongation, five miles in breadth, which has been traced from the head-waters of the Nictaux River, along the south shore of Lake Gaspereau, towards Minas Basin. The Cobequid Hills, which attain at some points an elevation of 1,200 feet, consist of a central axis of Laurentian rocks, which extend from Cape Chignecto to the head of River John, in Pictou county. At the source of the Stewiacke River in Colchester county, they are again seen, continue at intervals to Cape George in Antigonish county, and appear on an extension of the same line at Cape Mabou, Margerie Forks, and Red Cape. In the hills around Lochaber Lake, Antigonish county, and at Cape Porcupine on the Strait of Canso, strata of this age are well developed. The numerous indentations of the Bras d'Or Lake owe their contour generally to the ridges of Laurentian rocks which fringe its margin, and have resisted denuding agencies better than the softer intervening strata. These are found running parallel to, and not far from the coast between St. Peter's and East Bay, between the Strait of Barra and Long Island, between Cape Dauphin and Point Bevis, at St. Patrick Channel, Whykokomagh, and

West Bay. Laurentian rocks are also known to exist at the sources of the Rivers Denys and Inhabitants; near Lake Ainslie; between St. Anne Bay and Smoky Cape, and at Aspy Bay.

Few minerals of economic value are found within the region occupied by these rocks. The Shelburne granite, a gray, fine-grained variety, is largely used as a building and ornamental stone. Syenite and porphyry, which take a fine polish, occur in the Cobequid Mountains and other localities. Large and beautiful crystals of smoky quartz are associated with gneissoid rocks at Paradise, in Annapolis county, and in many localities small garnets are met with.

LOWER SILURIAN FORMATION.—Two subdivisions, are included in this formation: the Potsdam or auriferous series, and the Quebec series.

Potsdam or auriferous series.—This group includes the metamorphic rocks which occupy almost the whole Atlantic seaboard from the western extremity of Nova Scotia to Cape Canso, with a breadth of forty miles in the western, and of seven miles in the eastern part. A considerable portion of Northern Cape Breton is probably occupied by rocks of this series. Corrugated black slates are found north of Cheticamp; the sand of most of the streams there contains gold; and gold has been found in quartz veins at Middle River.

The topography of the Atlantic coast metamorphic region is very striking. The whole coast is dotted with innumerable islands. Long narrow bays penetrate deeply into the land, constituting, in many cases, excellent land-locked harbors, of which that of Halifax is the best. At the head of each of these indentations a river discharges, connected with a chain of small lakes, formed in inequalities of the surface, which extend far inland, and swarm with fish. The coast is generally low, the hills seldom exceeding 400 feet in height. The soil is sterile, supporting a stunted vegetation, with forests of spruce and birch.

The total area occupied by the auriferous rocks is estimated at 3,000 square miles, and their vertical thickness at 12,000 feet. The upper 4,000 feet consist of micaceous schists and corrugated black slates, with auriferous quartz veins, apparently of little value. Beneath these slates lie conformably the productive auriferous strata—dark gray or greenish, thick-bedded quartzite, breaking into rhomboidal masses, interstratified with dark blue slates, and more rarely chloritic, hornblende and magnesian rocks. These are tilted up along several east and west anticlinal axes, which are crossed by subordinate north and south lines of elevation. At the junction on these two series of folds the gold mines are situated.

The gold-bearing veins are of two kinds: (1)

Veins crossing the stratification at various angles; (2) Veins conformable to the stratification. The former are composed of opaque white quartz, and contain little gold except near their junction with the stratified veins. These latter vary in thickness from a mere streak of quartz to eight or ten feet; the largest veins being seldom the most productive. The quartz presents two varieties, being either white and crystalline, with the gold usually in large particles; or bluish-black, laminated in planes parallel to the bedding, of an oily lustre, with the gold finely disseminated and sometimes invisible. The veins are usually inclined at a high angle to the horizon. At Waverley, eleven miles from Halifax, a remarkable horizontal deposit of corrugated quartz occurs, about nine inches in thickness, which is known as barrel quartz, from its resemblance to a number of small casks laid side by side. In this the quartz is laminated parallel to the folds; the surface is covered with a thick coating of iron oxide, through which numerous particles of gold are distributed.

The gold is associated in the veins with mispickel, sulphides of iron, lead, copper, zinc, antimony, bismuth and molybdenum; also with calcite, dolomite, ankerite, baryte and small traces of native silver and copper. Mispickel or arsenical pyrites is seldom absent, being found in the veins, and also, in the form of crystals or crystalline concretions, in the wall rock.

The average yield of gold is about 15 dwt. 16 gr. per ton of quartz. It is generally very pure, being on the average twenty-two carats fine, and is valued at \$19.50 per ounce. The largest nugget yet found was obtained at Tangier, and weighed twenty-seven ounces. Since the discovery of gold in Nova Scotia in 1860, upwards of seven tons of the precious metal have been taken from the mines, of which about seventy are at present in operation, employing six hundred men.

The principal gold-mining districts, named in the order of their discovery, are Mooseland, Tangier, Lawrencetown, Oldham, Ovens, Wine Harbor, Renfrew, Sherbrooke, Waverley, Country Harbor, Gold River, Montagu, Wagamatcook or Middle River, Gay River, Hammond Plains, Stewiacke, Musquodobit and Uniacke.

Most of the gold is derived from the quartz veins, but placer washings have been worked at the Ovens, Lawrencetown and Tangier; and with such good results as to render it probable that if hydraulic machinery were introduced they would prove profitable.

In addition to the gold of this series a good roofing and flagging slate is stated to have been discovered in the townships of Douglas and Rawdon in Hants county.

Quebec Group.—The occurrence in Nova Scotia

of deposits similar to the metamorphic strata of the Eastern Townships of Quebec, although recognized many years ago in Newfoundland, has only recently been ascertained by the examination of certain rocks which overlie the Laurentian gneisses at several points in the Cobequid Mountains, near Five Islands on Minas Basin; at Arisaig; at George River, on the Little Bras d'Or; at Kelly Cove, on the Great Entrance of the Bras d'Or; and at Whykokomagh. The general aspect of these rocks is everywhere the same; they consist of diorites, argillites, white and bluish banded, compact and saccharoidal dolomitic and serpentinous limestones, interstratified with quartzite of various colors, beds of jasper, foliated and compact talc, and agalmatolite. Many of the limestones are impregnated with iron and copper pyrites and galena. At Kelly Cove the vertical thickness of the series is about 500 feet.

White and purplish marbles are found at the Five Islands, but are difficult to work in large blocks because their texture is not homogenous. The Lower Silurian rocks of Whykokomagh contain a bed of hematite iron ore, ten feet thick, which has been proved about a thousand feet on its strike, and may probably be of great value from its proximity to the Sydney coal field.

MIDDLE AND UPPER SILURIAN FORMATIONS.—These formations will be described together because, although well exposed in many parts of Nova Scotia, little has been done in the way of defining the limits of the different series which constitute them. The Middle Silurian has been subdivided into three groups: The Oneida and Medina, including hard jaspideous rocks, associated with a soft yellow agalmatolite, serviceable for ornamental purposes and pottery, overlaid by red and yellow arenaceous and argillaceous shales, with pyritous, fossiliferous limestone; the Clinton, a series of ferruginous, concretionary shales and slates, sometimes so black as to be mistaken for coal, and thin beds of limestone; and the Niagara, consisting of hard, homogeneous, ferruginous argillites, containing large nodular blocks.

The Upper Silurian is represented by variegated red, gray and green Lower Helderberg slates.

Collectively, these groups correspond with the so-called Arisaig rocks, largely developed on the south-east shore of Northumberland Strait, where the total thickness is about 900 feet. They occupy the greater part of Digby and Annapolis counties, their continuity being broken by the Annapolis gneissoid band; and spread through Northern Lunenburg, Hants and King's counties nearly to the Avon River. The Arisaig rocks lie on both flanks of the Cobequid Mountains from Cape Chignecto to River John in Pictou county. A third band of these rocks, of considerable breadth, extends eastward from the carboniferous area near Truro as far as the boundary between Pictou and Antigonish counties, where they pass under the carboniferous rocks, with the exception of two narrow spurs which enclose the Antigonish carboniferous region, and are continued to Arisaig and Cape Porcupine. A considerable portion of the eastern coast of Cape Breton is also occupied by these rocks, which are again met with at River Denys, Mabou and several other places.

Valuable iron ores of Clinton and Lower Helderberg age occur in Colchester and Pictou

counties. At Londonderry, on the southern slope of the Cobequid Mountains, and on the line of the Intercolonial Railway, an irregular fissure vein has been traced for many miles, accompanying a band of quartzite associated with gray, blue and olive shales, and hard gray and brown feldspathic sandstones. These rocks probably belong to the Clinton series. The strike of this vein, which coincides with that of the country rocks, is east and west, with a dip of 80° to the south.

The ore consists of a mixture of concretionary limonite, specular iron ore, and ankerite, together with baryte, and occasionally a small quantity of iron and copper pyrites. It is estimated that to a depth of 250 feet there are 5¼ millions of tons of available ore, containing 50 per cent. of metallic iron. This latter, of which about 3,000 tons are produced every year, is of the very best quality, and is smelted with hardwood charcoal at the Intercolonial Iron Works, situated on the west side of Great Village River. An English company with a capital of \$2,000,000 has recently been formed for developing these mines, and for establishing the manufacture of steel rails and other railway materials by the Siemens' patent. A number of coke-blast smelting, and steel making furnaces, sufficient for the production of 30,000 tons of steel per annum, are in process of erection.

Iron ores are also met with at Blanchard and Springville in Pictou county, and are being developed. In addition to several small veins of specular iron and ankerite, a vein of copper ore has been discovered at Polson Lake in Antigonish county. Beds of baryte, sufficiently pure to be used as a substitute for white lead in painting, are also found among these rocks. Veins of quartz sometimes traverse the Arisaig slates, and are frequently stated, although without good foundation, to carry gold. Of this character are the so-called gold deposits of Cape Porcupine.

DEVONIAN FORMATION.—The only rocks clearly shown to belong to this formation are found in a narrow ridge of dark colored coarse slates holding spirifers, running parallel to the Annapolis River from Hillsburgh on Annapolis Basin to Kempt Lake in King's county, interrupted by the gneissoid belt before mentioned. The series to which they are assigned on fossil evidence is the Oriskany. Associated with these slates, a highly fossiliferous bed of hematite, locally metamorphosed into magnetite, exists at Nictaux and Moose River, and furnaces have been erected near Clementsport for the reduction of the ore.

At Mc Ara Brook, Arisaig, and also at Lochaber Lake, red non-fossiliferous argillites, not improbably of Devonian age, have been observed. Contemporaneous igneous rocks, consisting of amygdaloidal traps and greenstones, also occur at Arisaig.

CARBONIFEROUS FORMATION.—The rocks older than the carboniferous have all been more or less metamorphosed after being deposited; those now to be described are seldom found in an altered condition, and in many cases occupy nearly the same horizontal attitude in which they were originally deposited, consisting merely of hardened sediments. Rocks of this period of formation are unknown within the Province west of a line drawn from the head of Bedford Basin to tide-water at Avon River, except in small patches of lower carboniferous limestone on the west bank of this river, and at

the head of Mahone and Margaret Bays. In the northern and eastern counties they are largely developed. The total thickness of the formation has been estimated at 16,000 feet, but it is extremely variable in different localities.

The carboniferous rocks occupy five well marked districts: (1) The Cumberland and Pictou district extends from the broad New Brunswick area along the shore of Northumberland Strait to the eastern boundary of Pictou county, and as far south as the metamorphic area of the Cobequid Mountains. (2) The Minas Basin district, bounded on the north by the Cobequids, extends in a narrow belt from the Bay of Fundy to the Nova Scotia Railway near Truro, following the railway till it joins the Pictou area. From Truro it broadens out and extends in a belt fifteen miles wide to the Avon River, stretching also up the valleys of the Shubenacadie, Stewiacke and Musquodoboit Rivers. (3) The Antigonish district is situated on the shores of St. George Bay and the Strait of Canso, and is seen as far inland as Lochaber Lake. (4) The Guysborough district, separated from the last by the metamorphic hills of Cape Porcupine, and bounded on the south-east by Chedabucto Bay, stretches in a narrow belt towards the west branch of St. Mary River, along which it runs for some miles. (5) The Cape Breton district occupies the margin of the Bras d'Or Lake, as well as the coast from St. Peter's to Cheticamp; it is also found in patches at Aspy Bay, Ingonish and St. Anne Bay, and covers the greater part of the island between Mira Bay and Baddeck Channel.

This formation is subdivided into: (1.) The Lower Carboniferous; (2.) The Millstone Grit; (3.) The Coal Measures.

(1.) *The Lower Carboniferous.*—At the base of this series occurs in many places a coarse conglomerate made up of the waste of the pre-carboniferous rocks. Occasionally this appears to be replaced by a peculiar group of "false coal measures," characterized by thick beds of bituminous shale and coal. Overlying the conglomerate is a great but undetermined thickness of red and green marls, clays and massive limestones, frequently associated with gypsum in beds sometimes of great thickness and purity. These rocks occupy most of the carboniferous area in Nova Scotia; they form by their desintegration soils of great fertility in the chief agricultural districts. Many useful minerals accompany the lower carboniferous rocks. At Gay River gold has been extracted from a conglomerate largely composed of the debris of the auriferous rocks. The limestones afford a strong excellent lime, although too dark in color for ornamental work; some of them yield hydraulic lime and cement. Brine springs issue from many of these rocks. The export of plaster or gypsum has become an industry of great importance; 120,693 tons were exported from Nova Scotia during 1873. It is quarried principally on Minas Basin, at Windsor, Walton, Parrsboro', Maitland, Hantsport and Cheverie; but immense deposits are also found in Antigonish; and in Cape Breton on the Great Bras d'Or, St. Anne Harbor, Mabou and elsewhere. Iron ores have been discovered on the Shubenacadie River and at Brookfield, in veins traversing lower carboniferous limestones and sandstones; and in beds near Sutherland River in Pictou county, and on Sydney Harbor. A mineral paint is found at Chester; pyrolusite or oxide of manganese,

galena, baryte, and clays for pottery and brick making are not uncommon.

(2.) *The Millstone Grit* comprises about 5,000 feet of coarse and fine-grained, greatly false-bedded sandstone and arenaceous shale, usually of a gray or greenish-gray color, but sometimes red, containing also thin beds of argillaceous and bituminous shale, with underclays and a few organic remains. Although usually barren, the millstone grit occasionally contains workable seams of coal. A seam five feet thick, separated by a great thickness of barren gray sandstone, apparently of this age, from the productive coal measures, has been worked in the Sydney coal-field. It is underlain by a bed of fireclay holding stigmærie or fossil roots, and overlaid by several feet of argillaceous shale, containing many impressions of ferns and other plants. Coarse conglomerates are sometimes found in connection with this series, which underlies the coal measures in all the coal-fields.

The soil derived from the rocks of this series is poor, and the surface of the country is often encumbered with huge unworn blocks of sandstone from the underlying beds. Building stone is quarried in some localities from sandstone strata of this age, but the most useful product is the grindstones, largely exported from Minudie on Cumberland Basin.

(3.) *The Coal Measures*, although occupying a limited area in Nova Scotia, are of great importance on account of the valuable deposits of coal which they contain. The rocks of this series consist of alternations of about 4,000 feet of sandstone, arenaceous, argillaceous, bituminous and carbonaceous shale, fireclay, and thin layers of limestone and ironstone, with seams of coal. Erect trees and plants of many species abound in the shales, especially in proximity to the coal seams; some of the carbonaceous shales being composed almost entirely of carbonized plants arranged in layers one above another. Many of the limestones and bituminous shales are in great part made up of the shells of minute crustaceans and mollusks, together with the teeth, scales, spines and coprolites of extinct genera of fishes. The sandstones abound in fucoids, drifted trunks and the more durable parts of trees.

The principal coal-fields of Nova Scotia are the Cumberland, the Pictou, the Inverness and Richmond, and the Eastern or Sydney coal-fields. A two feet seam of coal has also been discovered on the Kennetcook River in Hants county, and an outlier of the coal measures is supposed to exist at the head of Country Harbor.

The annual quantity of coal raised in Nova Scotia is about a million tons, of which the Sydney coal-field furnishes nearly two-thirds. The number of men employed in this industry is about four thousand. The coal is shipped to Canada, the United States and the West Indies.

Cumberland Coal-field.—The importance of this district scarcely accords with the enormous development of carboniferous strata on the Joggins shore. In the whole length of this section, carefully measured by Sir Wm. E. Logan, there occur but two workable seams of coal, and these of irregular thickness and quality. The Main seam is five feet thick, divided into two layers by an inch of clay, the coal being of good quality. The measures have been traced in an easterly direction for upwards of fifteen miles, as far as the Styles Mine. At the Victoria Mine there are three seams, none of them exceeding

three feet in thickness. Other mines are situated on a seam twelve feet thick, divided into several layers by clay partings.

At Springhill, twenty miles south-east of the Joggins shore, two large seams, one eleven, the other thirteen feet thick, separated from the Joggins series by a fault, have been opened on the southern outcrop of a synclinal. The Intercolonial Railway furnishes an outlet for the produce of this district, which has been hitherto retarded in its development for want of a safe shipping-place.

Pictou Coal-field.—The most important collieries of this region, which occupies about twenty-five square miles, are situated on the west side of the East River. An intricate system of extensive faults traverses the district in all directions. Besides other workable seams, two of enormous thickness occur within the area, the Main seam, forty feet thick, composed of alternating layers of coal and ironstone, and containing twenty-four feet of good coal; and the Deep seam, fifteen feet six inches thick. Six collieries, of which the principal is the Albion Mine, supply about a third of the whole annual yield of Nova Scotia.

Inverness and Richmond Coal-field.—The coal measures are found in tracts of inconsiderable size and importance at Sea Coal Bay, Port Hood, Mabou, Broad Cove and Chimney Corner, probably forming the ends of a basin now covered by the waters of the Gulf of St. Lawrence. They occupy an aggregate area of about twenty-five square miles.

Eastern or Sydney Coal-field.—This is perhaps the most important of the Nova Scotia coal-fields. In a thickness of 2,000 feet of strata five or six considerable seams occur, containing collectively about thirty feet of coal. These strata are repeated by a series of gentle undulations along the whole coast from Mira Bay to the Great Bras d'Or, with a general north-easterly dip at a low angle. They extend inland about two miles; and underlie about seventy-five square miles on the land, although the workings are not confined to the land, since the greater part of the basin is submarine. Coal was taken from some of the seams as early as the year 1725, for the supply of the English and French colonists. Fifteen collieries are now in operation, in some of which the workings have been extended a considerable distance under the sea. Short lines of railway connect the mines with Sydney Harbor or some of the outlying bays. About forty miles have already been built, and another line is being constructed to the winter port of Louisbourg.

Clay ironstone, and fireclay abound in the coal measures of Nova Scotia, but have not been utilized to any great extent. Works have recently been established near New Glasgow in Pictou county for the manufacture of pottery.

TRIASSIC FORMATION.—The valleys of the Annapolis and Cornwallis Rivers are cut out of soft, calcareous, coarse sandstone and conglomerate, containing fossils of Triassic age, similar to those which cover nearly the entire surface of Prince Edward Island. Triassic sandstones also fringe the shores of Cobequid Bay and Minas Basin from Five Islands to the Shubenacadie River, and extend in a belt, in no part much exceeding five miles in breadth, from Minas Basin to the vicinity of Clementsport on Annapolis Basin, and again between Annapolis Basin and St. Mary Bay.

Between this belt and the Bay of Fundy runs an elevated table land called the North Mountains, once a favorite resort of the caribou. This ridge is formed by a trap overflow, traces of which are also seen at several points on the Cumberland coast. In northern Prince Edward Island the jaw of a large carnivorous reptile, *Bathynathus borealis*, was found in sandstone of this age.

Both the trap and the sandstone produce fertile soils. The sandstone is too soft for building stone, and contains no useful minerals. Native copper is found in small veins with quartz, jasper, and calc-spar in the trap of Cape d'Or. Numerous finely crystalline minerals also abound in it, as well as small veins of magnetic and specular iron ores.

POST-CAMBROZOIC PERIOD.—The superficial deposits of Nova Scotia may be considered under three subdivisions, Glacial, Post-glacial and Recent deposits.

Glacial Deposits.—In all parts of Nova Scotia evidence is found of a time when thick irregular accumulations of clay, sand and gravel, containing boulders or large rounded masses of the older rocks, were deposited by glaciers, icebergs or other natural agencies on the underlying rocks, these latter being at the same time polished and striated. The course of the striae is in general north and south, with frequent local modifications. The long deep bays of the southern coast, cut across the upturned edges of hard metamorphic rocks, and the narrow lakes and chains of lakes, which occupy about one-third of the interior, and have usually a north and south direction, bear testimony to the erosive power of ancient glaciers.

Gold derived from the quartz veins, is found in many places distributed through the drift gravels and clays.

Post-glacial Deposits consist chiefly of modified drift beds of sand and gravel. A remarkable ridge, known as the Boar's Back, runs along the west bank of the Hebert River in Cumberland county, and a similar ridge runs parallel to the Clyde River in Shelburne.

Modern Deposits.—In many localities limited patches of bog iron ore and ochres have been formed after the close of the post-glacial age. Such are the beds of the Cumberland, Pictou and Sydney coal-fields. Shell marl is met with in some of the lakes, and peat beds are numerous on the southern coast. The dike lands of the Bay of Fundy, which have been reclaimed from the sea, and the fertile intervals and deltas of many of the rivers belong to this epoch. In the intervals of Middle River and Baddeck, Cape Breton, bones of the Mastodon have been discovered. The existence of sub-marine forests at Fort Lawrence, in Cumberland county, points to a gradual subsidence of the land during the modern period.

The pre-historic men of Nova Scotia have left behind them in the mounds of shells and bones, found near the sea in every part of the Province, chipped and polished stone implements of war and peace. Arrow heads, spear heads and javelins, axes, hammers, chisels, knives, pipes and other remains are turned up by the plough in the cultivated fields; especially in Annapolis, at the mouth of Le Quille River, at Yarmouth, about Shubenacadie, Musquodobit and Margaret Bay. The stones most used were varieties of quartz, argillite and soapstone.

SKETCH OF THE GEOLOGY OF NEW BRUNSWICK.

BY M. H. PERLEY, Esq.

TAKEN BY PERMISSION FROM "EIGHTY YEARS PROGRESS OF BRITISH NORTH AMERICA."

So large a proportion of New Brunswick is now covered with dense forest, and, as yet, has been so imperfectly explored, that no very precise description of the geological formation of the country can be given. At present it can only be stated generally, that according to the information hitherto obtained, New Brunswick consists mainly of certain rocks, which may be thus described:

1. The primary rocks of *granite, gneiss, and mica slate*, which form a broad belt extending directly across the province, near its centre, in a north-easterly direction. This belt is a spur or branch of the great chain of Alleghany mountains. It enters the province from the United States above Woodstock, embracing Mars Hill, near the Des Chutes river, and the range of hills known as the Tobique mountains, all of which, however, are less than 2,000 feet in height, except one, which rises to the height of 2,170 feet. At the western end, this belt of hilly country is supposed to be forty miles wide; it narrows gradually in its north-easterly course, and the hills decrease in height, until they finally disappear before reaching the Bay of Chaleurs, near Bathurst.

Another belt of similar rocks enters the province from the westward, at the Cheputnecticook Lakes and River St. Croix, and also pursues a north-easterly course to Bull Moose Hill, near the Bellisle in King's county, soon after which it disappears on meeting the coal measures. The Nerepis Hills are in this belt, which is narrower and less elevated than that to the northward.

Both these belts of granitic rocks form anticlinal ridges, against which the stratified masses lean, or they border immense troughs containing the secondary and tertiary formations. The regions they occupy are generally stony, often rocky, and not susceptible of cultivation. In the less rocky portions excellent soils are frequently found when the loose stones are removed.

The trap rocks, which include *felspar, basalt, porphyry, green-stone trap*, and others of a volcanic character, are found largely in connection with these belts of primary rocks, into which they send numerous dikes, veins, and intruding masses. A tract of trap rocks, associated with granite and sienite, and frequently passing into the true granitic rock, extends from Chamcook, near St. Andrew's, to the eastern extremity of the county of St. John. This tract is on the average about ten miles in width, and about ten miles distant from the northern shore of the Bay of Fundy, with the north-easterly course of which it runs

nearly parallel. These trap rocks occupy a large space in the counties of King's, St. John, and Charlotte; the lofty columnar basalt, of the island of Grand Manan, is especially remarkable. They form in general a poor and rugged country but do not necessarily indicate the presence of unfertile soils, because they contain a large percentage of lime. This chemical character eminently distinguishes the trap from the granitic rocks; and the soils formed from each of these classes of rocks, respectively, differ widely, and require entirely different modes of treatment. Whenever the trap rocks crumble, from the action of the weather or other causes, as frequently happens, they form reddish soils of much richness; and when these soils are deep, they may be profitably applied as covering to other soils of an inferior character.

2. The *Lower Silurian* rocks, which form a broad belt south of the Tobique hills, running parallel with the north-easterly course of that range, and sweeping around the western end of the coal measures. The slates of this formation are composed of beds of clay that have been gradually consolidated, in which there is no lime. They form soils of medium and inferior quality, which require drainage and the free use of lime.

3. The *Upper Silurian* rocks, which cover nearly the whole northern portion of New Brunswick, from the Tobique hills to the northern boundary of the province, at the 48th parallel of North latitude, where this formation is met by the lofty mountain ridges of Gaspé. The counties of Carleton, Victoria, and Restigouche, rest principally on this formation, which furnishes a large portion of the richest upland soil of New Brunswick. Among the upper Silurian rocks of this region are beds of valuable lime-stone, frequently abounding in characteristic fossils. The rocks themselves are generally silty clays, more or less hard, containing lime in considerable quantity as an ingredient, and crumbling down into soils of much richness, and sometimes of great tenacity. These soils are of a heavier character than those of the coal measures, and infinitely more fertile.

The upper Silurian rocks are also found skirting the Bay of Fundy, forming a belt of unequal width, from the Saint Croix to Point Wolf, at the eastern extremity of St. John county. The southern part of Charlotte, and nearly the whole of St. John county are in this formation. The rocks of this district have been heretofore classed as lower Silurian; but the better opinion seems

to be that they belong to the upper Silurian, and have been greatly changed by igneous action. This opinion is sustained by the presence of large beds of limestone, which especially distinguish this district; and by the presence of fossils in the slates which are less metamorphosed. They are not altogether incapable of yielding good soils; but this portion of the province is, for the most part, covered with soils of an inferior character.

4. The *lower carboniferous* rocks, or red sandstone, which form a narrow belt everywhere between the Silurian rocks and those of the coal measures. They are also found extensively in Westmoreland, Albert, King's, Queen's, Carleton, and Gloucester; with small patches in St. John and Charlotte counties. In these sandstones, which are situated beneath the coal measures, large deposits of gypsum are found, and salt springs often occur. This formation consists chiefly of red conglomerate fine-grained red sandstone, and beds of red clay. The conglomerate does not produce so good a soil as the fine-grained red sandstone, which crumbles into red and sandy soils, light and easy to work, often fertile, and under proper management yielding good crops. The beds of red clay, often called red marl, are interstratified with beds of red sandstone, and crumble down into soils which vary from a fine red loam to a rich red clay. In the neighbourhood of lime, these sandstones are themselves rich in lime; and when associated with gypsum, combine to form some of the most generally useful, and, when properly drained, some of the most valuable upland soils in the province.

5. The *carboniferous* rocks, or coal measures, which cover a large proportion of the breadth of New Brunswick, consist chiefly of gray sandstones of various tints, but sometimes of a dark and greenish hue, and at others of a pale yellow colour. The district occupied by these coal measures, extends along the whole gulf shore of this province, from the boundary of Nova Scotia, at Baie Verte, nearly to Bathurst on the Bay of Chaleurs, without interruption. It constitutes a large part of the counties of Gloucester and Northumberland; the whole of Kent; the most considerable portions of Westmoreland, Queen's, and Sunbury; and extends also into Albert, King's, and York counties. This coal measure district is distinguished by the general flatness of its surface, gently undulating, however, intersected by numerous rivers and several large lakes but consisting principally of table lands, more or less elevated, over which forests of mixed growth

extend in every direction. The sandstones of this formation consist principally of silicious matter, cemented together by a small proportion of clay, chiefly decayed felspar; they crumble readily, form light soils, pale in colour and easily worked, retaining little water, ploughed with facility early in spring and late in autumn, but needing much manure, and subject to being parched up in hot and dry summers. Some of these sandstones, however, contain greater proportions of clay, and form stiffer soils; others, that are green or gray internally, weather of a red colour, and form reddish soils of good quality.

It has been remarked, that the coal measures of New Brunswick contain a smaller variety of sandstones than those of England and Scotland, and are free from those thick beds of dark-coloured shale which occur in the coal-measures of the United Kingdom. The soils there, lying above the richest coal-fields, are often miserably poor, and greatly inferior to those furnished by the carboniferous rocks of New Brunswick.

6. The *tertiary* deposits, which are found at numerous localities along the coast of the Bay of Fundy. These consist of beds of sand, marly clay, and marl, forming low and nearly level tracts, exposed to the sea, and frequently extending some distance from the shores. In the marl and marly clay of this formation, the remains of marine animals and plants are found in profusion. In the counties of Gloucester and Restigouche, on the coast of the Bay Chaleurs, these are similar to animals and plants which still exist in the province, and the marls of that district may therefore be referred to the *pliocene* period of the upper tertiary formation.

There are two kinds of *alluvium* in the province, the fresh-water and the marine, both exceedingly fertile. The first of these, composed of the particles of rocks detached by the frost, heat, and moisture, which cause rapid disintegration, are carried downward by the rains, and transported by the floods in early spring along the valleys and river sides, where, being deposited they form the fertile intervals that border nearly every river in New Brunswick. The marine alluvia are carried inwards by the rapid tides of the Bay of Fundy, and spread along its estuaries where, in the course of time, they become grass-bearing marshes, and being rescued from the sea by embankments, finally produce clover and wheat. These "diked marshes," as they are termed, possess extraordinary and enduring fertility, and exist extensively in the counties of Westmoreland and Albert, near the head of the Bay of Fundy, where the tides rise to the height of fifty feet and upwards.

For information under this head the writer is indebted to the labours of Dr. Gesner, Dr. Robb, Professor Johnston, and Mr. Logan of Canada, in addition to his own observations in every part of New Brunswick.

MINES, MINERALS AND QUARRIES.

As the geological character of New Brunswick can as yet be but imperfectly described, its minerals, at the present, are therefore only partially known. The principal mineral substances hitherto found in the province are as follows:—

1. Bituminous coal, of good quality, found in numerous localities in the coal measures of the province, of the fat and caking description, like the Newcastle coal of England. No seam of this coal thicker than twenty-one inches has yet been

discovered. The principal workings are in the vicinity of Grand Lake, Queen's county, and the seam is found, on the average, at about twenty feet below the surface. In 1851, nine hundred and forty tons were raised.

2. A highly bituminous mineral, found near the Peticodiac river, in Albert county. A scientific dispute has arisen as to the precise character of this mineral, which one party designates *asphalte*, and the other *pitch coal*; hence it has been proposed to establish it as a new mineral, under the name of *albertite*. It is valuable for making the best illuminating gas, and also for the manufacture of various liquid hydro-carbons and illuminating and lubricating oils, which are distilled from it. The seam at present worked is vertical, and on the average about six feet wide. The deposit is supposed to be extensive. In 1851, fifteen hundred tons were raised.

3. Iron ores, of various descriptions and qualities, are found in almost every section of New Brunswick. An inexhaustible bed of *hematite* has been found at Woodstock, near the river St. John; extensive iron-works have been constructed there, and in 1851, eight hundred and ten tons were smelted. No other iron-works have yet been established in the province, although rich ores exist abundantly, especially in King's and Queen's counties.

4. Various ores of manganese have been found in connection with the iron ore of Woodstock. Gray oxide of manganese, highly crystallized and of fine quality, has been worked to some extent on the Tattagouche river, near Bathurst, and thence shipped to England. Black oxide of manganese has been found near Quaco, and of this considerable quantities have, at different periods, been shipped to the United States.

5. *Plumbago* (*graphite*) exists in one of the largest beds known in America, at the falls near the city of St. John. It approaches in some degree to a metamorphosed coal, but is still sufficiently pure for the manufacture of lustre, and preparation of moulds for iron castings. It has been worked to some extent; in 1853, eighty-nine thousand nine hundred and thirty-six pounds were exported.

6. Ores of lead (*galena*) have been found on the island of Campo Bello; also at Norton, in King's county, and lately on the banks of the river Tobique, of very good quality. The extent of the deposit, at the several places mentioned, has not yet been ascertained.

7. Gray sulphuret of copper has been found in small quantities on the shores of the Bay of Fundy, in Charlotte county. It has also been found on the left bank of the river Nepisiguit, near Bathurst, and a company was formed some years since to work the deposit; but the irregular distribution of the mineral rendered their operations uncertain, and the mine has been abandoned.

8. Granite, of the best description, is found on the right bank of the Saint John, above the Long Reach, in King's county. Quarries were opened there some years since, and many public and private buildings in the city of St. John are built wholly, or in part, of the granite quarried there. Although it exists largely in other portions of the province, no other quarries have yet been worked.

9. Gypsum exists in abundance at Hillsborough, about four miles from the Peticodiac river,

to which it is transported on a tramway, and thence shipped in large quantities to the United States. It is also found extensively at Martin's Head, in St. John county; at Sussex Vale, in King's county; and near the river Tobique, in Victoria county. There is also a deposit near Cape Meranguin, in Westmoreland. A snow-white gypsum, compact, translucent, and approaching the finest alabaster, is likewise found at Hillsborough, in considerable quantity. It works readily in the lathe, and makes beautiful ornaments. The quantity of gypsum quarried in 1851 was 5,465 tons. In 1853, no less than 15,712 tons were exported.

10. Limestones are found in various districts, but are principally burned for quick-lime, in large quantities, near the city of St. John, at L'Etang, in Charlotte county, and at Petit Rocher, on the Bay of Chaleurs. Kilns exist at other places, where quick-lime is burnt on a small scale, for local consumption. Hydraulic limestones have been noticed in many localities. The old mountain limestone, abounding with fossils, is found near the Ocnabog lake, in Queen's county, in its usual position with reference to the coal measures; the whole thickness of the band does not, however, exceed one thousand feet. Magnesian limestone has been noticed near the coal mines at Salmon river, in Queen's county. In 1851, the quantity of lime burned was 35,599 casks, of five bushels each.

11. Marbles of very fair quality are worked in the vicinity of St. John, and are also found near Musquash, on the shores of the Bay of Fundy, as well as on the coast of the Bay of Chaleurs.

12. Superior dark-red sandstones, as also gray and other sandstones, are quarried at Mary's Point and Grindstone Island, in Albert county, and thence exported to some extent. These sandstones are found in large blocks, and are prized for building purposes. Excellent blue flagstones are likewise found at Grindstone Island. Good sandstones for buildings are found on the banks of the Miramichi, as well as in numerous other parts of the coal measures.

13. Grindstones are manufactured to a very considerable extent in the counties of Albert and Westmoreland, as also at Miramichi, and on the coast of the Bay of Chaleurs, at New Bandon and Caraquet. They form an export of much value. There were 68,949 grindstones made in 1851.

14. Fine oil-stone (*novaculite*), equal to Turkish, is found at Cameron's Cove, near the northern head of Grand Manan, whence American citizens carry it off in quantities. Excellent blue whetstone has been worked to some extent near the Sevoile, a tributary to the North-West Miramichi. Fine stone of the like description is also procured from the banks of the Moose Horn brook, in King's county.

15. Double refracting or Iceland spar, of the best description for optical purposes, is found at Belledune, in the county of Restigouche.

16. Roofing slate (*argillaceous* slate) of good quality is found on the banks of the Tattagouche, near Bathurst, and the roof of the court-house at that place is covered with it. Similar slate has been observed at the narrows of the Tobique river, and on the left bank of the St. John, about three miles above Green river, in Madawaska.

17. Iron pyrites, or *sulphurets of iron* abounds in New Brunswick, and may be used in the

manufacture of copperas when it occurs in veins. Where dikes of trap-rock have been injected into slate, the latter is often found charged with pyrites; and this *pyritiferous* slate is an article of much economical value, as, by a very simple process, it may be made to produce both copperas and alum.

18. Bituminous shale, a variety of *argillaceous* slate, is found in abundance on the banks of the Memramcook river, near Dorchester, in Westmorland—and throughout a large district in that vicinity. This shale is highly charged with bitumen; and from it naphtha is distilled, as also a new liquid hydro-carbon which has been designated *kerosene*. Atmospheric air, after being passed through this liquid, becomes a powerful illuminating gas. A mineral oil is also obtained by distillation from this shale, and from it *paraffine* is made, a valuable substance for lubricating machinery. Liquid bitumen, or *naphtha* in its natural state, is found in small quantities flowing from this shale, in several places.

19. Plastic clay, for bricks and pottery, exists in large beds in many districts, and is often found of very fine quality. Beds of fire-clay are found beneath the bituminous coal wherever it exists in New Brunswick. A large outcrop of this valuable clay has been observed at the mouth of the Salmon River, near the head of the Grand Lake, in Queen's county.

20. Peat, of good quality for fuel, exists in large tracts, especially in the counties of Kent, Queen's, and Sunbury. There are two extensive deposits, washed by the sea, on the shores of the Bay of Miramich—the one at the Black Lands, near Tabusintac; and the other on the opposite side of the bay, at Point Escuminac.

21. Sulphate of barytes has been found north of Fort Howe, near the city of St. John, and is said to exist in other localities.

22. Felspar, in large crystals, has been frequently seen in those granitic rocks which in-

tersect gneiss. When pure, this mineral is admirably adapted for the manufacture of fine porcelain.

23. Milk-white quartz, in veins and beds more or less extensive, occurs in numerous localities. This substance may be profitably employed in the manufacture of flint glass. Quartz crystals, both limpid and smoky, are found in many places. The finest pure crystals have been procured near the Musquash river, in the county of St. John.

24. Ochres and the ochreous earths are found, in beds of considerable thickness, in the sandstones of coal measures. From some of the ochres, of a ferruginous character, fire-proof paints have been manufactured, at the Scadouc river, near Shediac, in Westmoreland.

25. Chlorite, the famous pipe-stone of the Indians, called by them *Tomaganops*, is procured at Grand Manan, and also at the Tomaganops brook, a tributary of the North-West Miramichi, in Northumberland. When first procured from its native bed it is of a dark-green colour, compact, soft, and easily worked; by the moderate action of fire, it becomes very black and quite hard.

26. Jade (*nephrite*), a stone remarkable for its hardness and tenacity, of a light-green colour, and of an oily appearance when polished, is found in the province, in localities known to the Indians. Some of them possess ancient scalping-knives and other weapons of jade, neatly polished, and bearing a fine cutting edge.

27. Jasper is found along the shores of the Bay of Chaleurs, and other localities in the northern part of the province. The ancient arrow-heads, spear-heads, and other Indian implements of stone, for use in war or the chase, were chiefly formed of native blood-red jasper, exceedingly fine and hard, oftentimes emulating the appearance of the semipellucid gems.

28. Hornstone, or *chert* is frequently found in the primary rocks, and has been especially noticed at Grand Manan and the Gannet Rock. It

has been seen of various colours, and somewhat translucent. The Indians formerly used chert for the heads of their spears and arrows, although these were sometimes formed of white quartz.

29. Soapstone (*steatite*) is found in the northern part of the province by the Indians. Cooking pots, and other utensils of soapstone, are often found near their ancient camping-grounds.

30. Salt-springs, affording a copious supply of water, exist at Sussex Vale, from which salt has been manufactured for many years, by evaporation in boiling. This salt is peculiarly fine, and is supposed to imbroke the flavor of the excellent butter made in that valley. Salt-springs are also found along a small tributary of the Hammond river, in King's county, and near the river Tobique, in Victoria.

The origin of these springs is yet an unsettled question; and whether they arise from some unknown chemical action in the bowels of the earth, or are produced by the solution of beds of rock-salt, remains to be determined.

31. Sulphureous and ferruginous springs, and those emitting carburetted hydrogen, are found in numerous localities, in the coal measures and slates of the province; but as none of their waters have yet been analyzed, no precise description can be given of their several qualities.

Very many of the various minerals above described have been observed by the writer, in the localities mentioned; and there is reason to believe that others will be found as the country becomes cleared and more minutely explored.

In addition to the minerals already mentioned, Dr. Gesner states, that Talc and Talcose Slate, Mica Slate, Thompsonite, Stilbite, Apophyllite, Tourmaline, Serpentine, Iserine, Asbestos, Amethysts, Agates, and Garnets, exist in New Brunswick, but he does not indicate their several localities.

MINERAL STATISTICS FOR THE DOMINION OF CANADA.

COMPILED 'BY

CHARLES ROBB, C. E., OF THE GEOLOGICAL SURVEY OF CANADA.

THE following Tables exhibit in a concise form the results of Mining operations during the years 1869, 1870 and 1871 throughout the Dominion of Canada and the British American Provinces. They have been compiled chiefly from information obtained by the Officers of the Geological Survey, under the arrangement specified in MR. SELWYN'S SUMMARY REPORT, addressed to the Legislature, and dated May 2nd, 1870, pp. 13 and 14; and partly from the Reports of the Commissioner of Mines for Nova Scotia, supplemented by other authentic sources of information. In some cases, in order to render the Tables more complete and uniform, it has been deemed necessary to fill up some of the items by estimating according to the compiler's best judgment. In such cases, the figures are marked by an asterisk. These Tables comprise the records only of such mines as have been in operation during the whole, or any part of the three years referred to; and in some instances where it has been impossible to obtain any information all notice has necessarily been omitted. In the column indicating the year, the brackets denote that the "aggregate" production, number of men, etc., for each year of all the mines of the class referred to is recorded.

TABLE I. — PROVINCE OF ONTARIO.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY. Lot, Range, Township, County.	Year.	Number of				Value of Plant and Machinery	Quantity Produced.	Value of Product at the Mine.	Destination of Product.			REMARKS.	
				Mens.	Horse.	Engines.									
						No.	H. P.								
GOLD.	Cook Mine.	7 in 9th, Marmora, Hastings.	3	37	38	6	1	20	\$	1000	\$600 ea.	\$250	All	In operation during three years.	
	Silver Islet Mining Company.	Woods Location, Thunder Bay, L. S.	1869	8	1	1				10791 lbs	66780	All		First opened by Montreal Mining Co.; afterwards sold to American Co.	
SILVER ORE.	do do do	do do do	1870	77	4	1	1	40		17255	66780	All			
	do do do	do do do	1871	40	8	1			\$30000	99454	64589	All		Total to end of 1871, \$330,485.	
	Thunder Bay Mining Company.	Thunder Bay, Lake Superior.	1869	50	4	2	30			\$24	2562	All		Operations suspended since 1869	
	Frontenac Lead Company.	E. half, 16 in 9th, Loughboro', Frontenac.	1868	35	3	1	40			\$550	4490	All		do do do	
LEAD ORE.	Peterboro' do	W. half, 20 A, Galway, Peterboro'	1869	10	1				17200	187	2000	All		Work suspended, but to be resumed.	
	Chaffey & Mathews Mines.	Near Newboro', Crosby, Leeds.	1869	110		6	3	40			22720	58800	All		Has been worked for many years
IRON ORE.	Blairton Iron Mines.	3 in 1st, Belmont, Peterboro'	1870	121	23	8	8		114000	17730	68500	All			Cobourg, Peterboro', M'mora Co.
	Cowan Iron Mines.	E. half, 1 in 4th, Dalhousie, Lanark.	1871	122	8	8	40				25000	62500	All		Worked since 1868.
	Elizabethtown Mines.	10 in 2nd, Elizabethtown, Leeds.	1870	8	8					500	480	\$3000	All		Used at Brockville with produce of two following phosphate
	do do do	do do do	1871	5	8						150	1000	All		
	Brockville Chemical Company.	9 and 10 in 7th, Burgess, Lanark.	1870	12	6						400	5200	All		Mines, in manufacture of Super-phosphate (555 tons in 1870).
PHOSPHATE OF LIME.	Victoria Phosphate Mine.	12 in 7th, do do	1870	12	6				1900	520	8400	1	1		
	Cambricam do	W. half, 13 in 6th do do	1871	15	8						200	2100		1	
	Grand River Plaster Beds.	Near Cayuga, Haldiman	1869	22	3						5000	10000	All		In operation for many years,
PLASTER.	Alexander Quarry's do	Near Yorkville, Seneca, Haldimand.	1870	22	3				15000	5000	10000	All			with little variation in production.
	do do do	do do do	1871	20	3					4250	8500	All			
HYDRAULIC CEMENT.	Brown's Quarry and Mill.	Thorold, Lincoln	1869	8	2	1	40	35		17000 lbs		3825	All		
	Napanee do do	Near Napanee, Lennox.	1870	28	18	1	35		28000	22000	4550	All			do do do
	do do do	do do do	1871	28	16	1	35			52000		11700	All		
MICA.	New York Mica Company.	16 in 9th, North Burgess, Lanark.	1869	32					250	4000 lbs	8000	1	1		But little worked since 1870.
	do do do	do do do	1870	32											
PETROLEUM.	Eniskillen Companies.	Petrolia, Eniskillen, Lambton.	1870	5825	750	400	\$600		1700000	300000	\$756.10		1	1	The return for 1870 is the only one obtainable.
	do do do	do do do	1869	200	20	10	200		100000	90000	108000	All			
	do do do	do do do	1870	200	20	10	200		100000	100000	120000	All			Production limited from want of adequate market.
	do do do	do do do	1871	150	15	10	200		160000	70000	73000	All			
	do do do	do do do	1869	175	5	6	387		170000	91800	141000	All			Recently it's Co. has erected at their mines works for the reduction of the copper, in part by a humid process.
	do do do	do do do	1870	205	5	6	387		237000	1915	118145	All			
	do do do	do do do	1871	194	6	6	387		257000	2356	117800	All			
COPPER ORE.	West Canada Company.	Lake Huron.	1871	194	6	6	387		257000	2356	117800	All			
	do do do	do do do	1870	205	5	6	387		237000	1915	118145	All			
	do do do	do do do	1871	194	6	6	387		257000	2356	117800	All			
Annual Average.				6495	820	423	6734		2,270,517		\$69082				

In the Township of Marmora, in Hastings County, within the last three years, most important discoveries of auriferous veins have been made and operations commenced for developing them on an extensive scale, and with good prospects of success.

In the Thunder Bay silver region also, mining operations are in progress at several other points besides those indicated, and most important results are anticipated; but with the exception of those in the table, no authentic records have as yet reached us. In Marmora, a quarry of excellent lithographic stone has lately been opened, and in Burgess a plumbago mine and mill are in successful operation, of which we have no specific details.

† For other facts with regard to Iron Ores and Phosphate of Lime, see Mr. Vennor's Report.

TABLE II.—PROVINCE OF QUEBEC.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY. Lot, Range, Township, County.	Year.	Number of				Value of Plant and Machinery.	Quantity Produced.	Value of Product at Mine.	Destination of Product.			REMARKS.
				Horses.	Engines.	No.	H.				P.	C.	U.S.	
GOLD	Chaudière Gold Mining District.....	Seigniory Vaudreuil, Beauce.....	1869	40				\$		\$				The produce of Chaudière alluvial washing & quartz crushing mill has been erected, but is not now in operation. owing to the low price of copper. These mines have been worked on a very limited scale during the last three years.
	do do do	do do do	1870	21	.....	.....	.....	20,000	541 1/2	10,469	.....	.....	.....	
	do do do	do do do	1871	12	.....	.....	.....	20,000	115 1/2	2,070	.....	.....	.....	
COPPER	Harvey Hill Mine.....	17 in 16th, Leeds, Megantic.....	1869	342	46	5	190	126,000	126,000	15,000	.....	.....	.....	The production of the St. Maurice Forges averages 2600 tons of pig iron annually.
	Capel and Harford Mine.....	3, 4, in 8th, 9th, Assot, do.....	1870	187	38	5	190	120,000	108 1/2	19,747	.....	.....	.....	
	Huntingdon & Ives do	5 in 8 & 9 in 6th, Bolton, Irome.....	1871	60	10	5	190	120,000	474 1/2	46,376	.....	.....	.....	
IRON	Forsyth Iron Mine.....	11 in 7th, Hall, Ottawa.....	1869	376	40	4	200	100,000	104,000	72,350	.....	.....	.....	The production of the St. Maurice Forges averages 2600 tons of pig iron annually.
	St. Maurice, St. Joseph and St. Francis Iron Mining Co.....	Champlain County.....	1870	376	40	4	200	100,000	104,000	72,350	.....	.....	.....	
	.....	Yamaska County.....	1871	390	50	4	200	100,000	154,000	93,924	.....	.....	.....	
PLUMBAGO	Canada Plumbago Company.....	28 in 6th, Buckingham, Ottawa.....	3yrs	18	4	1	50	\$50,000	450 1/2	\$60,000	.....	.....	.....	Worked only on a limited scale.
ROOFING SLATE	Melbourne Slate Quarry.....	22 in 6th, Melbourne, Richmond.....	1869	60	8	1	8	8,500	7870 sqs.	32,400	.....	.....	.....	The Danville school-slate quarry is in operation, but no authentic returns have been obtained.
	do do do	do do do	1870	72	8	1	8	8,500	568 1/2	19,414	.....	.....	.....	
	do do do	do do do	1871	56	6	1	8	8,500	4765 1/2	19,925	.....	.....	.....	
HYDRAULIC CEMENT	Orleans Cement Works.....	Parish St. Pierre, Orleans Island.....	3yrs	14	.....	1	16	11,000	80,000 bls.	4,200	ALL	.....	.....	This is the annual production, &c., which varies very little from year to year.
PEAT	Canada Peat Fuel Company.....	Chamblé, Napierreville, Missisquoi.....	1869	500	6	5	83	70,000	140,000	42,000	ALL	.....	.....	Operations latterly confined to the St. Hubert and Ste. Ursule bogs. None produced in 1871 from this bog.
	do do do	do do do	1870	800	7	5	83	70,000	100,000	48,000	ALL	.....	.....	
	Champlain Peat Bog.....	Champlain Parish, Seigniory & Co.....	1871	600	7	6	83	70,000	100,000	50,000	ALL	.....	.....	
SOAPSTONE	Black & Whitney's Mine.....	34 in 7th, Bolton, Brome.....	1871	4	.....	1	10	3,000	800 1/2	1,800	.....	.....	.....	Mine only opened late in 1871.
Annual Average.....			.....	1284	93	17	550	876,400	.....	580,209	.....	.....	.....	

In addition to the above we have to note the following, of which, however, we have no authentic details :

16.—In the Chaudhri Gold District, beside the dautlory operations of which the results are given above, an English Company have acquired territorial rights, and the use of the crushing mill referred to, with a view to extensive and systematic working, both in the alluvium and quartz rock. Owing, however, to various accidental causes, these works are not yet in full operation, and consequently we have no definite results to record.

2nd.—The works carried on by Mr. M. Molson and others at River Moisie and at Montreal, for the manufacture of axles and o'her wrought iron articles from the iron sands of Moisie.

3rd.—An establishment at Quebec, for the manufacture of steel by a new process, from the iron sands, under the direction of Mr. Labrèche Viger, not yet in full operation.

4th.—There is a mill at the Chaudiere Falls, near Ottawa City, for the manufacture of hydraulic cement from the Nepean limestone.

5th.—The mica mines, near Grenville, have been worked on a small scale for several years, and Mr. J. S. Miller is now working a plumbago mine in the same locality.

TABLE III.—PROVINCE OF NOVA SCOTIA.

COAL.

SUMMARY of the Production of Coal in each County in Nova Scotia and Cape Breton in 1869-70-71, condensed and compiled from Official Records contained in the Reports of the Chief Commissioner of Mines for the Province of Nova Scotia.

COUNTY.	Year.	Number of				Aggregate Power of Eng. &c.	Expenditure on New Works.	Quantity Raised.	Quantity Sold.	Value of Quantity sold at the Mine.	Total Quantity.		Value of Quantity sold.	Sales compared with previous Years.		Destination of Product.		
		Mines.	Men.	Horses.	Engines.						Raised.	Sold.		In-crease.	De-crease.	Nova Scotia & Cape Breton.	Adja-cent Prov-inces.	Other Coun-ties.
CUMBERLAND.....	1869	4	57	13	3	H. P.	4474 21	15066	8515	16108								
	1870	4	85	13	3	41	2194 21	9033	7884	14790						1655	1979	5159
	1871	4	118	14	3	41	9609 25	12332	11757	23742	86451	28166	53695	4153		931	5801	1897
PICTOU.....	1869	7	881	81	80	1385	17464 29	216678	19212	473494								
	1870	8	1044	78	29	1520	87784 47	248880	226525	417962						53890	39810	64029
	1871	8	987	80	29	1520	37919 84	245994	245990	458901	765547	970537	1247791	19275		88815	60098	84026
CAPE BRETON.....	1869	17	1446	210	80	1274	45949 70	343399	304320	501346								
	1870	12	1480	197	86	1437	95713 60	367373	333578	639679						7575	83171	74089
	1871	15	1448	192	35	1417	122767 60	370948	338431	659428	1081720	978320	1890450	4854		81872	79873	155526
INVERNESS AND VICTORIA.....	1869	2	39	3	1	7	13582 80	895	740	1109								
	1870	2	11	2	1	7	21871 00	463	290	575						1176	498	282
	1871	2	16	2	2	27	5115 00	4018	450	894	5376	1489	2878	160		461	286	397
Annual Average.....		28	2514	294	67	2958	167,107 02	823,998	558,830	1,064,938						182,092	157,612	222,998

OTHER MINERALS IN NOVA SCOTIA.—Apart from Coal and gold, the only other minerals which have been made available in Nova Scotia during the last three years, as far as many previous years, are iron and gypsum; the former chiefly at the Intercolonial Iron and Steel Company's Works (formerly called the Acadia Iron Works), near Londonderry, in the County of Colchester, and the latter at and in the neighborhood of Windsor, in Hants County, where gypsum has been quarried for a century. The returns for both products are very imperfect. From the most reliable information we can obtain, the annual production of the Intercolonial Iron and Steel Company is about 3000 tons of ore of about 50 per cent. produce, which is manufactured into pig and bar iron, car wheels, cast and spring steel, of the aggregate value of \$120,000, of which about two-thirds are consumed in Canada, one-sixth exported to England, and one-sixth to the United States. The average number of men employed is 600; horses, 12; horse-power of engines, 200.

The returns relative to gypsum, which is a most important article of export, are more imperfect. From the best information we can obtain, we may state that from the port of Windsor alone at least 125,000 tons of raw gypsum are annually exported, being the produce of 15 or 18 quarries, and amounting in value at the port of shipment to about \$100,000. Only about one-twenty-fifth is used in Canada, the remainder being exported to the United States. The number of men annually employed in this branch of mining industry may be estimated at 200.

TABLE IV.—PROVINCE OF NOVA SCOTIA.

GOLD.

CONDENSED and compiled from the Reports, of the Chief Commissioner of Mines for Nova Scotia.

DISTRICT.	Year.	Number of			Quartz Crushed.	AVERAGE.			Total Yield of Gold.	Total value.	Yield compared with that of previous year.			
		Mines.	Men.	MfIs.		Yield per Ton.	Val. per Man.				Increase.	Decrease.		
							oz. dwts. grs.	\$ c.				oz. dwts. grs.	\$ c.	
SHEBROOKE.....	1869	17	134	11	11500 11	9 15	765 76	8546 11 16	102611 78		1523	8 13		
	1870	13	157	11	11428 06	12 12	840 65	7154 4 0	101982 70					
	1871	14	171	12	14382 15	9 3	711 87	6579 19 7	121729 23		534	4 17		
	1869	10	112	5	7258 09	8 18	511 68	3097 15 7	57898 63		275	19 2		
RENFREW.....	1870	9	66	5	3243 15	7 5	662 24	1171 18 11	21680 56		1925	16 20		
	1871	6	36	5	2463 10	9 14	606 83	1179 17 16	21827 83		7	19 5		
	1869	6	54	4	3915 15	6 3	545 31	1591 14 10	29446 82					
	1870	8	42	4	2916 00	6 5	357 31	811 3 21	15007 07					
WAVERLEY.....	1871	8	66	4	2742 10	10 10	471 72	1427 18 12	26416 81		616	14 15		
	1869	4	65	3	2726 12	5 7	204 76	719 8 19	13309 62					
	1870	2	26	6	2556 15	7 18	459 90	914 15 14	23459 16		195	9 19		
	1871	3	88	5	2927 00	10 12	790 53	1536 0 16	22655 15		623	11 2		
WINE HARBOUR.....	1869	3	51	4	1832 02	17 21	432 45	1192 3 10	33561 22		270	15 1		
	1870	3	94	4	2356 15	13 7	557 03	1814 2 10	38729 78		621	19 0		
	1871	5	88	4	2924 00	10 12	790 53	1536 0 16	22655 15		278	17 21		
	1869	14	71	6	3171 18	11 18	486 52	1867 2 12	34512 72					
UNISACK.....	1870	3	20	6	1794 10	6 7	521 21	566 14 5	10484 14		1380	0 5		
	1871	3	14	4	900 00	8 0	476 84	360 17 8	8675 84		1309	0 7		
	1869	3	29	2	572 07	1 8	4 3	1513 97	805 13 14		205	17 2		
	1870	3	48	2	956 08	4 0	1476 71	3811 0 6	70842 05		229	18 16		
MONTAGUE.....	1871	3	51	2	848 15	8 9 9	1143 53	3152 4 15	58319 97		8025	15 18		
	1869	9	56	5	1735 02	16 2	460 78	1894 16 0	25863 89					
	1870	13	85	8	2644 02	15 12	583 96	2051 15 3	31794 66		675	15 20		
	1871	12	43	3	1874 00	1 5 0	739 41	1718 12 12	4290 00		658	19 3		
STORMONT.....	1869	4	19	3	764 02	5 10	221 05	257 0 13	10698 20					
	1870	5	21	3	1525 10	7 14	509 44	578 5 16	10438 02		333	2 15		
	1871	5	18	3	1937 09	5 10	575 44	559 17 21	535 78		446	2 4		
	1869	2	20	2	223 00	2 17	27 79	60 0 20	18519 37					
LAWRENCEVILLE.....	1870	2	86	2	1582 17	12 15	514 45	1061 0 23	11360 75					
	1871	2	81	2	755 00	16 6	510 51	618 11 8	9338 75		18	7 16		
	1869	7	29	6	622 00	9 7	279 93	375 5 15	6998 29		242	1 12		
	1870	3	25	8	812 17	7 25	250 49	112 2 16	2974 46		387	9 21		
UNPROCLAIMED and other D. STRICHS.	1871	1	9	9	281 00						108	15 3		
											7	5		
Annual Average.....		66	588	58	32,617 01				18,987 7 18	\$351,256 58				

In addition to the above return of gold extracted chiefly from quartz, an amount of 366 oz. 7 dwts. 0 grs. of alluvial gold is reported as having been obtained during the three years specified. The annual production of alluvial gold has, therefore, been only 122 oz. 2 dwts. 11 grs., or \$2350.35. The value of the gold is taken at \$18.50 per ounce, as in the Official Reports.

TABLE V.—PROVINCE OF NEW BRUNSWICK.

Description of Mineral Product.	Designation of Property or Company.	LOCALITY.		No. of			Quantity Produced.	Value of Product at the Mine.	Destination of Product.			REMARKS.	
		District.	County.	Year.	Men.	Horses.			Canada.	United States.	Great Britain.		
COPPER ORE.....	Adams Island Mine.....	Adams Island.....	Charlotte.....	1869	50	1	\$ 6040	170 tons.	\$ 11700				Work was suspended in 1869. do do do 1870. The return for 1870 is the only one obtained, but the works are supposed to have been in operation for three years with little change.
MANGANESE.....	Alma Copper Mine.....	Salmon River.....	Albert.....	1869	26	7	2000	300 "	11700				
	Markhamville Manganese Mining Company.....	Markhamville.....	Kings.....	1870	28	7	2000	300 "	11700				
				1871	28	7	2000	300 "	11700				
ANTIMONY ORE.....	Prince William Mines.....	Prince William.....	York.....	1869	15	3	\$6000	185 "	2000				Suspended since 1869. Irregularly worked; now suspended. Partially worked, with little change. Total from 1852 to 1872, 210,374 tons. Regularly worked, with little change.
TECHMAG.....	Split Rock Mine.....	Portland.....	St. John.....	1869	10	2	700	6000 lbs.	26600				
COAL.....	Grand Lake Mine.....	Grand Lake.....	Queens.....	3 yrs.	12	8	4000	23050 tons.	192670				
ALBERTITE.....	Albert Mines.....	Near Hillsboro'.	Albert.....	1869	7	9	7	279 93	375 5 15				
SALT.....	Sussex Salt Works.....	Sussexvale.....	Kings.....	"	2	2	*1000	1500 bu.	5816				
Annual Average.....				108	28	47,700			202288				

There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighborhood, but no detailed statements regarding them have been obtained.

TABLE VI.—BRITISH COLUMBIA.

Description of Mineral Product.	Designation of Company, &c.	Year.	Number of				Value of Plant and Machinery.	Quantity Produced.	Value of Products.	REMARKS.
			Men.	Horses.	Engines.					
					No.	H. P.				
								\$	\$	
GOLD.....	Return of Gold Mining generally throughout the Province.....	1869	*2000						1,324,871	† Wells, Fargo & Co.'s Returns. Hon. H. L. Langevin, C. B., Minister Pub. Works. Wells, Fargo & Co.'s Returns.
		1870	2000						1,337,745	
		1871	2000						1,849,581	
COAL.....	Vancouver Coal Mining and Land Company (Limited).....	1869						35,802 tons	117,504	Sales in the last ten years, 300,000 tons. There is one other Coal Company in the Province, from which no returns. † Probably one-fourth more gold is taken away by private hands.
		1870						29,843 "	122,958	
		1871	194	5	10	222	91,000	45,000 "	185,400	
Annual Average.....			2194	5	10	222		36,882 coal	1,488,014	

The coal produced by the Vancouver Coal Mining Company at Nanaimo and Newcastle Island is supplied to the Town of Victoria, and to steamers calling at the place on their way to San Francisco, California, Portland in Oregon, and Honolulu, in the Sandwich Islands.

TABLE VII.—NEWFOUNDLAND.

The geological structure and economic interests of this Island are so closely allied with those of the Dominion, that it has been deemed desirable to include in this Report the record of its most important mineral products. Although various other minerals of economic importance, such as coal, galena, gypsum, &c., are known to exist in the Island, the Copper Mines of Tilt Cove are the only ones now systematically worked.

Description of Mineral Product.	Designation of Property.	LOCALITY.	Year.	Number of				Value of Plant and Machinery.	Quantity of Copper Ore produced.	Value of Copper Ore at the Mine.	Quantity of Nickel Ore produced.	Value of Nickel Ore.	REMARKS.
				Men.	Horses.	Engines.							
						No.	H. P.						
								\$	Tons.	\$	Tons.	\$	
COPPER AND NICKEL.	Union Mine.....	Tilt Cove, Notre Dame Bay.....	1869	248	1	1	35	80,000	45,091	448,242	37	11,984	All shipped to Swansea, Wales
	do do do	do do do	1870	288	1	1	35	80,000	4,000	120,000	185	26,800	
	do do do	do do do	1871	140	2	1	35	80,000	8,000	90,000	20	4,300	
Annual Average.....				289	1	1	35	80,000	17,364	219,414	64	14,388	

TABLE VIII.

GENERAL SUMMARY of Mining Statistics for the Dominion of Canada and British Provinces.—Average of the years 1869, 1870 and 1871.

NAME OF PROVINCE.	Number of				Value of Plant and Machinery.	Value of Product at Mine.	REMARKS.
	Men.	Horses.	Engines.	H. P.			
ONTARIO.....	6495	820	423	6734	\$ 227,0816	\$ 980,982	Expenditure on new works only included. Total in ten years from 1862, 195,779 os. 1 dw. 17 grs.
QUEBEC.....	1264	93	17	550	378400	830209	
NOVA SCOTIA.....	2014	294	57	2958	167107	1192365	
do.....	588			*1000		351266	Total in six years, beginning 1861, \$1,274,746. Total sales in ten years, 300,000 tons.
do.....	500	25	6	200		220000	
do.....	108	28				282288	
NEW BRUNSWICK.....	239	1	1	35	80000	333702	Total in six years, beginning 1861, \$1,274,746. Total sales in ten years, 300,000 tons.
NEWFOUNDLAND.....	2000					2338086	
BRITISH COLUMBIA.....	194	5	10	222	91000	161951	
do.....							
Grand Total, Annual Average.....	13,902	1,298	577	11,697	5,036,923	5,944,880	

Some of the above figures are probably too low, as it has been impossible in many cases to obtain complete returns.

SKETCHES OF THE EDUCATIONAL SYSTEM OF CANADA.

By J. G. HODGINS, LL.D., BARRISTER-AT-LAW AND DEPUTY SUPERINTENDENT OF EDUCATION.

(FOR ONTARIO SEE PAGE 33.)

PROVINCE OF QUEBEC.

The first school established in the Province of Quebec was by Rev. Father Le Jeune, who opened one in Quebec in 1632. He commenced with two pupils—a negro and an Indian boy. During the following year the missionaries collected twenty lads, chiefly from the Indian wigwams, for the school; but the restraint was too much for them, and they soon scattered to the woods again. Father Le Jeune did not despair, however, for, in 1635, he again established a "Seminary for the Hurons," afterwards known as the Jesuit College of Quebec. In 1639, Madame De LaPetrice established a similar institution for Huron girls, which was afterwards known as the Ursuline Convent of Quebec.

* In 1647, the Theological Seminary of St. Sulpice was established in Montreal; and, in 1663, Mgr. Laval, the first Roman Catholic Bishop of Quebec, set on foot the "Grand Séminaire de Québec," designed for the education of candidates for the priesthood. In 1668, at the suggestion of the celebrated Colbert, Bishop Laval founded the "Petit Séminaire," which was chiefly designed to "francize" the Huron lads. The project failed, so far as the Indians were concerned, but, in 1688, the number of French boys at the seminary had increased to sixty. The Bishop also established an industrial school near Quebec for the *habitant*. From it they were drafted either to the Grand or Minor Seminary.

The only elementary schools which existed at this time were those founded by Sister Bourgeois, of the Congregation of Notre Dame, and by the Recollets. The Jesuit College and several primary schools were also maintained.

In 1728, the Jesuits projected a college at Montreal; and the Frères Charron, of the same city, proposed to establish elementary schools in the various parishes, as in France. In 1737, the Christian Brothers banded themselves together as teachers of these church schools, and adopted a distinctive garb as such.

Things remained in nearly the same state until after the conquest—1759. In 1773, the Sulpicians established the "Petit Séminaire," or "Collège de Montréal." In the following year, the Jesuit order was suppressed in Canada, (as they had, in 1762, been suppressed in France), and their revenues were afterwards diverted to educational purposes. The Jesuit estates were taken possession of by the Government in 1800; and, in 1831, they were devoted to education.

In 1827, the Legislature first formally turned its attention to education, and a committee of the Legislative Council was appointed "to inquire into the best means of promoting education." Two years afterwards the Committee reported, recommending that an elementary school be estab-

lished in each parish, a model school in each county, and a provincial college at Quebec, and that they be endowed out of the Jesuit estates. The schools, &c., were to be open to Protestants and Roman Catholics alike, and to be under the management of a united Board of both—each Church to provide for religious instruction, and the visitation of the college to be in the Crown. The Bishop (Hubert) of Quebec, and Père De Glapion, the ex-Superior of the Jesuits, objected to the plan and the project failed.

The Duke de Rochefoucault, who visited Quebec in 1795-9, thus described the state of education at that time: "The Seminary of Quebec, . . . forms the only resource for Canadian families who wish to give their children any degree of education. . . . Upon the whole the work of education in Lower Canada is greatly neglected. At Sorel and Trois Rivières are a few schools kept by nuns; and in other places men and women instruct children, but the number of schools is, upon the whole, so very small, and the mode of instruction so defective that a Canadian who can read is a bit of a phenomenon. The English Government is charged with designedly keeping the people of Canada in ignorance; but if it were sincerely desirous of producing an advantageous change in this respect, it would have as great obstacles to surmount on this head as in regard to agricultural improvements."

In 1793, the first House of Assembly convened in Quebec urged upon the Governor the propriety of vesting the forfeited Jesuit estates in the Legislature, for educational purposes—which would be in accordance with the original design of the French monarch who endowed the Order with these lands for educational purposes only. Nothing was done, however. In 1800, another address was presented to the Governor on the subject, who replied that: "His Majesty George III. has been graciously pleased to give directions, (as he had done four years previously in Upper Canada) for the establishing of a competent number of free schools, for the instruction of children in the rudiments of useful learning, and in the English tongue; and, also, as occasion may require, for foundations of a more comprehensive nature; and His Majesty has been further pleased to signify his royal intention that a suitable proportion of the lands of the Crown should be set apart and the revenue thereof applied to such purposes."

With a view to carrying out these wishes of the Sovereign a bill was passed establishing a "Royal Institution for the Advancement of Learning," to which was intrusted the entire management of all schools and institutions of royal foundation in the Province and of the property with which they

were endowed. No grant of land was made, however, and owing to this fact, and to mismanagement, the project entirely failed.

In 1812 and 1814, other abortive efforts were made to put the "Royal Institution" Act into operation. In 1818, a simpler Act was passed by the Legislature, but it failed to receive the royal assent. The Act passed in 1800-1 was, however, revived and liberalized, and all of the schools receiving Government aid were placed under the corporation of the Royal Institution. Nevertheless the project, which was never popular, again failed; and the functions of the Royal Institution are now chiefly confined to the oversight of McGill College, Montreal. This institution was founded by the will of the Hon. Peter McGill in 1811, but owing to a protracted law suit in regard to that will the royal charter for the college was not issued until 1821.

In 1824, a committee of the House of Assembly prepared and presented an elaborate report on the state of education in the Province. From this report it appeared that "in many parishes not more than five or six of the inhabitants could write; that generally not above one-fourth of the entire population could read; and that not above one-tenth of them could write, even imperfectly."

To remedy this state of things, and to meet the wishes of the R. C. clergy, who complained of the too Protestant character of the Royal Institution Act, a measure was passed in the same year (1824) known as the *Fabrique* Act. It provided for the establishment, by the *Fabriques* (a corporate body under the old French laws of the Curé and Churchwardens) of one school in each Roman Catholic parish for every hundred families. In 1829 a further effort was made to modify the Royal Institutions Act of 1801, so as to provide for two committees (Protestant and Roman Catholics) of the Royal Institution. Owing to some legal impediments in the way the bill was dropped.

In the same year, however, (1829) an effort was made to popularize the existing schools. A bill was passed providing for the election of trustees, in place of the *fabriques*, by the land-holders of each parish. This measure, though defective, was the first general elementary School Act of Lower Canada, and the germ of the present system. It was amended in 1830 and 1831 so as to provide for the election of ministers, equally with laymen, as trustees, for half yearly examinations, and for the appointment of visitors to inspect schools and report upon their condition. An appropriation was also made for a deaf and dumb institution.

In 1831, the House of Assembly appointed a standing committee on education; and in the following year the various Acts relating to elementary schools were amended and consolidated.

Girls' schools were provided for and prizes instituted. The school visitors were authorized to decide disputes, fix school boundaries, and chose sites for superior schools. Teachers were required to hold a certificate of qualification, to keep open the school at least half a year, and to hold public examinations. In 1833 and 1834 this Act was again amended.

In 1836, the committee of the House of Assembly having reported on the "universal incompetency of school-masters," a normal school was authorized for five years in Montreal and Quebec, and certain convents named were authorized to train female teachers for the same period.

The School Act of 1832, as amended, having expired, the Assembly passed a more comprehensive Bill, which was rejected by the Legislative Council. This Bill contained two important features: 1st, Authority to establish model schools; and, 2nd, permission to raise a school rate with the consent of the inhabitants. The objections urged against the Bill were: 1st, That while the aggregate expenditure for education during the preceding seven years only amounted to \$600,000, yet this bill, by its unusually large appropriation (\$160,000 per annum) would have the effect of superseding rather than stimulating local effort; and, 2nd, that the expenditure of the grant by members of the House was demoralizing.

As in Upper, so in Lower, Canada, the political troubles of 1837-8 paralyzed all further educational effort. On the union of the Provinces, however, a comprehensive measure was passed providing for a uniform system of public education for Upper and Lower Canada and appropriating \$200,000 a year for its maintenance. Dr. Meilleur, an active educationist, was appointed to superintend the Lower Canada schools.

In 1843, this law was amended; and in 1846, it was superseded by an improved measure, which first embodied a principle of compulsory taxation. This was, however, modified in 1849, so as to make it permissive. In 1851, an abortive effort was made to establish a Normal School. In 1855, Dr. Meilleur gave place to Hon. P. J. O. Chau-

veau, LL.D., who infused new life and energy into the school system of Lower Canada.

During all these years the superior institutions of learning continued to multiply. In 1804, the Seminary of Nicolet was established; in 1806, St. Raphael Seminary, (which had been burned in 1803), was reopened as the College of Montreal; in 1811, the College of St. Hyacinthe; in 1824-25, the College of Ste. Thérèse de Blainville; in 1826, the Industrial College of Chambly; in 1827, the College of Ste. Anne la Pocatière; in 1827-28, McGill College; in 1828, La Providence Convent at Montreal; in 1832, the McDonald Deaf and Dumb Asylum, Quebec; in 1833, L'Assomption College; in 1842, the Christian Brothers Schools at Quebec; in 1843-45, Bishop's College, Lennoxville, and a Classical High School, Quebec; in 1846, St. Michel College, Joliette College, Industrie; in 1847, Masson College, Terrebonne; in 1849, Schools for the Deaf and Dumb, at Chambly and Longue Pointe; in 1849, the College de Ste. Marie, Montreal; in 1850, the College of Notre-Dame de Levis, and Rigaud College; in 1852, McGill College, and the Grand Seminary of Quebec, and in 1853, Bishop's College, were chartered respectively as McGill, Laval and Bishop's College Universities; in the same year (1853) the College of Ste. Marie de Monnoir, and the Normal and Model Schools of the Colonial and Continental Church and School Society, at Montreal (subsequently transferred to McGill College); in 1854, the College of St. Germain de Rimouski, St. Francis, (Richmond,) Laval, near Montreal, Ste. Marie de la Beauce and Verchères; in 1855, Sherbrooke and Varennes Colleges; in 1846, La Chute College, Argenteuil; in 1858, the Reformatory School, Isle aux Noix; in 1859, the College of Trois-Rivières; in 1860, Longueuil College; and in 1862, Morrin College, Quebec. In 1872, the Wesleyan Methodists projected a College at Stanstead.

Hon. Dr. Chauveau's first act was to prepare two important school bills, one to consolidate

and improve the system of elementary schools, and the other that of superior education. He also projected the *L. C. Journal of Education*, and *Le Journal de l'Instruction Publique*, and promoted the establishment, in 1857, of Jacques-Cartier and McGill Normal Schools, Montreal, and of Laval Normal School, Quebec. Various modifications and improvements were made in the school system of Lower Canada, now Quebec, during the incumbency of Dr. Chauveau, who, in 1867, became Minister of Public Instruction and retired in 1873. The Hon. Mr. Ouimet, is his successor.

The Public Educational institutions in the Province of Quebec are thus classified:

- Universities;
- Classical Colleges;
- Industrial Colleges;
- Academies for Boys, or mixed;
- Academies for Girls;
- Normal Schools;
- Model Schools, annexed to Normal Schools.
- County Model Schools;
- Public Elementary Schools;
- Dissentient Elementary Schools.

In his last report, Hon. Dr. Chauveau, gives the following particulars relating to the progress of education in the Province of Quebec since 1852:

	1853	1857	1862	1867	1870	1871	1872
Institutions	2382	2948	3201	3712	4028	4093	4143
Scholars	108,254	185,708	188,635	208,630	217,004	223,014	224,270
Fees and rates for all purposes	\$168,844	\$424,708	\$342,728	\$728,404	\$707,788	\$661,796	\$1,068,179
Maintenance of schools	977	688	737	701	801	801	819
School Districts	2500	3070	3329	3005	3061	3070	3710
School Houses	2015	2440	2690	3145	3233	3233	3679
Assessment for do.	\$228,028	\$167,008	\$244,117	\$300,441	\$403,220	\$403,220	\$405,695
Teachers	132	228	210	282	246	246	254
Trained Pensioners to teachers	\$2211	\$3237	\$3036	\$4700	\$4965	\$4965	\$5109

PROVINCE OF NOVA SCOTIA.

1. *First Educational Efforts.*—The earliest public effort made in Nova Scotia on behalf of education was in 1780, when a grant of \$6,000 to be raised by lottery, was authorized by the Legislature with which to erect a building for a Superior School at Halifax. A further grant of \$400 per annum was made for a master, and \$200 for an usher, whenever the number of scholars should exceed forty. A private Grammar School had existed at Halifax for many years previous.

In 1782, four hundred acres of land were granted by the Government in aid of a school at Windsor.

2. *King's College, Windsor.*—In 1787, George III., directed the Governor to recommend the House of Assembly "to make due provision for erecting and maintaining schools, where youths may be educated in competent learning, and in the knowledge of the Christian religion." A committee of the House, in compliance with this recommendation, reported in favour of the establishment of an academy at Windsor, as the best situation for a Church of England Seminary. It recommended that \$1,000 per annum be given to a head master ("who should be a clergyman of the Established Church") \$500

a year to a professor of mathematics and natural philosophy. The committee expressed its "apprehensions of evil to the youths of the Province if they were sent to the United States for instruction, where they would lose their attachment to their native land, and imbibe principles unfriendly to the British constitution. The committee further recommended a grant of \$2,000 "to pay teachers salaries." On the 1st of November, the new academy at Windsor, was opened by the bishop. Seventeen students were admitted. Two gentlemen were appointed to seek aid for the College in England.

In 1789, a grammar school was established at Halifax. It was first opened in the Province buildings. In 1790, the Imperial Parliament made a grant of £4,000 sterling, or about \$20,000, towards the erection of the Church of England College, at Windsor, and, in 1795, a further grant of \$2,225, to complete it. In 1802, the College was incorporated by Royal Charter. In the same year the R. C. Vicar General Burke, of Halifax, memorialized the Government for leave to establish a R. C. Seminary at Halifax. The subscriptions for the Seminary having failed, the Vicar General contented himself with the erection of "a large building for the charitable education

of youth of his own church." In reply to the memorial, the Governor notified Mr. Burke "that no school or Seminary of Education could be exercised in this Province but such as were conformably to the laws of England and of this Province confirmed by His Majesty," and that without such approbation the Government would "not presume to issue any licence for any such school." Mr. Burke, however, still persisted in erecting the building.

In 1803, Windsor College was formally opened and the Imperial Parliament endowed it with a grant of £1,000 sterling per annum. In 1806, for some cause, the Archbishop of Canterbury disannulled all of the statutes of the College.

In 1813, the College was further endowed by a grant of 20,000 acres of land in Nova Scotia. In 1833, the Imperial endowment of £1,000 sterling was reduced to £500, and in a few years it ceased altogether. In 1851, the Provincial endowment of £400 sterling per annum (first made in 1788) was reduced to \$1,000, which sum it has continued to receive up to the present time. It still remains under the control of the Church of England, and has in connection with it a Collegiate School or Academy.

3. *Dalhousie College, Halifax.*—In 1817, the

Legislature, on the recommendation of the Governor (the Earl of Dalhousie), granted \$39,000, out of the Castine fund, for the endowment of a College at Halifax, in connection with the Church of Scotland, but open to all denominations.* In 1818, part of the Parade-ground was given as a site for the proposed college. In 1819, the Legislature made a grant of \$8,000, for the erection of the new institution on the Parade, to be named Dalhousie College. In 1820, the college was incorporated, and, in the same year, Governor, the Earl of Dalhousie, laid the corner stone of the college. He said that "the doors of the college would be open to all who profess the Christian religion." He also stated that it was particularly intended for those who are excluded [by the "thirty-nine articles of the Church of England"] from Windsor College." In 1821, the Legislature made a further grant of \$4,000 towards the erection of the building. Owing to various causes, but chiefly to the existence of several rival institutions in Nova Scotia, Dalhousie College was not successfully put into operation until 1863, when various denominations united to support it, as a literary institution. In the meantime, the Castine endowment fund, created in 1817, had by skilful management increased to \$60,000, which enabled the governors to appoint six professors to the various chairs in the institution.

4. *Other Colleges and Academies.*—In 1816, the trustees of an Academy established by the Presbyterians at Pictou, were incorporated. It received for many years a grant of from £300 to £500, but the appropriation generally gave rise to a warm debate, owing to the rivalry between the Academy and Windsor College—the former, it was alleged "endeavouring to produce hostility to the established Church and Windsor College." In 1827, the House of Assembly granted \$800 to an Academy at Annapolis. In 1840, Acadia College, established by the Baptists at Wolfville, was incorporated. The Horton male and female Academies are in connection with this College. The Sackville Academy is under the control of the Wesleyans. In 1841, St. Mary's College, established by the Roman Catholics at Halifax, was incorporated. In 1847, the Free Presbyterian Church established a Theological College at Halifax, and attached to it an Academy. They had also a Classical College at Truro, which is now incorporated with the College at Halifax. Goreham Congregational College, which was established by Mr. Goreham at Liverpool (Queen's County), having been burned, has not been revived. The remaining Colleges and Academies in Nova Scotia are: St. François-Xavier's Roman Catholic College at Antigonish, Cape Breton; Arichat Roman Catholic Academy at Isle Madame, C. B.; and the New Glasgow Academy in the County of Pictou, besides a Seminary at Yarmouth, and a Ladies' Academy and other female schools in Halifax. In addition to the Academies named, the Legislature has appropriated \$600 to each of the remaining counties for the establishment of a County Academy. The Legislature of Nova Scotia also pays \$1,000 a year to the Wesleyan Academy at Sackville, New Brunswick. The Legislative grant in aid of Colleges

Nova Scotia is \$6,600 per annum and to the "special academies" \$7,000.

5. *Normal Schools.*—In 1854, a Normal School for Nova Scotia was established at Truro. In 1856, two model schools were attached to it. The attendance of students varies from year to year. There is a model farm attached to the school.

6. *Grammar Schools.*—In 1811, an act was passed establishing a grammar school in each of the counties. The salary of the head master was fixed at £100 per annum, and of the assistant £50, when over thirty pupils attended the school. In addition to the Grammar School and the Royal Acadian School at Halifax, and the Collegiate School at Windsor, there are forty-five others in the Province, attended by about 1,800 pupils—1,000 of which are in the classics and mathematics. The cost of these schools is about \$14,000 per annum, including nearly \$10,000 granted by the Legislature for their support.

7. *Common Schools.*—In 1811, an Act was passed by the Legislature of Nova Scotia, providing for the payment of \$100 in aid of a school or schools in any settlement of not less than thirty families in which \$200 were raised by assessment for school purposes. In 1825, when the Common School Act of 1811, expired, the matter was referred to a Joint Committee of both Houses. The report of the Committee stated that at the time "there were 217 schools attended by about 5,600 children, at a cost of about £11,000, but that there were yet 4,400 children who did not attend any school at all. They thought that 210 additional schools were necessary and that an assessment on the whole population, according to each man's ability, should be levied and that the children should be taught free of charge and that £60 should be the minimum of a teacher's salary." After a long debate the report was rejected by a vote of 24 to 12. Next session in 1826, the House resolved to adopt the principle of the report (which it had before rejected) with this modification, that it should not take effect in any school district unless with the consent of two-thirds of the ratable inhabitants. A grant of \$10,000 in aid of the schools was made.

In the same year (1826) the Province was divided into school districts, and the rate-payers were authorized to appoint trustees for the establishment and maintenance of Common Schools, under the control of Boards of Commissioners. In 1829, Thomas C. Haliburton, Esq., in his *Historical and Statistical Account of Nova Scotia*, thus expresses his opinion in regard to the state of education in Nova Scotia. He says:—

"The education of the people is provided for by an University at Windsor, by Academies at Pictou and Annapolis, and by a Grammar School at Halifax. In addition to these Seminaries, provision is made by the Legislature, for assisting the exertions of the poor, in the establishment of common schools. For this purpose, the sum of £4,000 per annum, is granted by a temporary Act, and apportioned among the several counties, in each of which a Board of Commissioners is appointed, to direct its appropriation. The system upon which this aid is contributed is not permanently settled, a great difference of opinion existing, as to the expediency of introducing a direct tax for the support

of common schools; a detail of the plan is therefore rendered unnecessary."

In 1833, the grant in aid of these schools had increased to \$16,000. Various subsequent School Acts were passed up to the year 1849, when Dr. Dawson (now Principal of McGill University, Montreal) was appointed Superintendent of Education for the Province. Under his management a new school act was passed in 1850, and the character of the schools was greatly improved, and the numbers increased. On the retirement of Dr. Dawson, in 1854, another School Act was passed, and a Normal School was established at Truro. In 1855, Rev. Dr. Forrester was appointed Superintendent of Education and Principal of the Normal and Model Schools. He was succeeded by Mr. Rand. In 1864, the establishment of the Normal School which trains about 60 teachers a year, has given a great impetus to education, and has very materially elevated the character of the schools and the profession of teaching in the Province. In 1861, the Legislative grant in aid of schools was \$67,000, while the whole expenditure amounted to about \$250,000. In 1862, the number of schools was 1,230. In 1864, the School Act was revised, and many of the provisions of the Ontario School Act incorporated in it, including the substitution of school sections for school districts, and vesting in the rate-payers the right to determine annually how the schools should be supported during the year, &c. In 1865, the school law was again revised and amended, and again in 1866. It is now, with some modifications, a transcript of the school law of Ontario. Under its authority a comprehensive code of regulations have been adopted by the Council of Public Instruction and a programme of the studies for the school prescribed. In 1869, Mr. Rand was transferred to New Brunswick, and was succeeded by the Rev. A. S. Hunt, M.A. The number of schools, as well as the attendance of pupils, has more than doubled since 1840. At present there are about 1,500 Common Schools, attended by 76,500 pupils, and supported at a cost of nearly \$500,000, including a legislative grant of about \$155,000. The total number of Educational Institutions of all grades in the Province is about 1,530, attended by upwards of 80,000 students and pupils, and supported at a cost of nearly \$555,000 per annum, including a legislative grant of about \$175,000. Rev. A. S. Hunt, M.A., is now the Chief Superintendent of Education.

8. *A Deaf and Dumb Institution* has been established in Halifax since 1858. It has been highly successful, and is attended by about fifty pupils from Nova Scotia and New Brunswick. Its total cost is only about \$5,250 per annum, part of which is granted by the Legislature of Nova Scotia, and part by that of New Brunswick, in proportion to the number of pupils attending the school from each Province.

9. *Acadian School.*—In 1813, Capt. Bromby established an industrial school for the poor in Halifax on the Lancasterian system. The school was subsequently aided by the Legislature and Capt. Bromby received £200 in consideration of his labours and expense in establishing the school.

10. *Private Schools.*—There are several private schools of an excellent description for both boys and girls in various parts of the Province. They receive no aid from the Legislature.

* This fund was the proceeds of the import and excise duties levied at Castine, a fort on a peninsula on the east side of Penobscot (Maine) which was taken by the British troops in 1814. Out of the same fund the Legislature also appropriated \$4,000 for the establishment of the garrison library, in the same city.

PROVINCE OF NEW BRUNSWICK.

1. *Educational Efforts and Progress.*—In New Brunswick, as in the other provinces, the efforts to provide education were for many years spasmodic, and took nearly the same direction.

2. *Common or Parish Schools.*—Little was permanently done in early times for elementary education. In 1823, an Act for the encouragement of Parish Schools was passed. In 1829, this Act expired, but was continued and was again re-enacted in 1831. In 1833, a general School Act was passed, authorizing the rate-payers to appoint three trustees in each parish for the purpose of dividing it into school sections or districts, and to examine and employ teachers. Provided the inhabitants contributed £20 for a male, and £10 for a female teacher, with board, and the schools were kept open for at least six months in each year, the Legislature contributed an equal sum to aid insupporting the schools.

The average grant to each Parish was £120, but it was not to exceed £160. The whole amount granted by the Legislature to Schools in 1836 was £12,000. In 1837 another more comprehensive act was passed, providing for the establishment of a County Board of Education for the examination of teachers. The grant to each parish was by this Act raised to £180. In 1840 this Act was supplemented by one which raised the stipend of teachers. In 1843 owing to the greatly depressed state of the provincial funds only £1200 were granted in aid of Parish Schools! but the sum was shortly afterwards restored to its original amount of £12,000. In 1845 a Committee of the House of Assembly (of which ex-Governor Wilmot was chairman) brought in a report on the condition of the schools and a draft of bill "for the support and improvement of Parish Schools." At the suggestion of the Committee, the Bill was deferred. In 1847, a new Act was passed, by which local Boards were superseded by a Provincial Board, consisting of the Governor and his Executive Council. The stipends of teachers were fixed at £18, £22 and £30, according to their grade. Books and apparatus were also provided, and the grant to a parish was raised to £260. In 1849, this Act was amended. In 1852, a new Act was passed, and the late Rev. James Porter, (of Toronto) was appointed Chief Superintendent of Parish Schools, and a member of the Provincial Board of Education. By the new Act provincial and local superintendents (or inspectors) were appointed to give it effect. In 1853, Mr. Porter resigned, and was succeeded by J. M. d'Avray, Esq. The grant in aid of Parish Schools at this time amounted to \$64,000. A normal or training and model schools were also established at St. John. In 1854-5 this Act was renewed and supplemented by one which raised

the salaries of teachers. In 1858 the School Act was again revised and an additional impulse given to education. Henry Fisher, Esq., succeeded M^r. d'Avray as Chief Superintendent in 1858; but on his death, in 1856, John Bennett, Esq., took his place. There were about 900 common schools in operation in New Brunswick in 1865, besides about 25 superior schools (a grade between common and grammar schools), and 20 denominational and Madras schools.

In 1871, the whole school law underwent revision, and a new and comprehensive Act, based on the Ontario School law, was passed to regulate common schools. Theodore H. Rand, Esq., was appointed to succeed Mr. Bennet as Chief Superintendent. A discussion arose in regard to the power of the New Brunswick Legislature "to make such changes in the school law as deprived Roman Catholics of the privileges they enjoyed at the time of Confederation (in 1867) in respect of religious education in the common schools." The matter was referred to the Dominion government but the competence of the Local Legislature to deal with the question was sustained and the Dominion Government refused to interfere: An appeal against this decision was made in 1874 to the Privy Council, but the appeal was dismissed with costs.

3. *Grammar Schools* have been established in nearly all the counties of New Brunswick. Each grammar school receives £100 per annum from the Legislature, and, in addition, is supported by fees and subscriptions. King's College Collegiate School is the Grammar School for York County.

The first Grammar School Act of New Brunswick was passed in the year 1805. It was entitled "An Act for encouraging and extending literature in this Province." It provided for the establishment of a Grammar School in the city of St. John. Another Act was passed in 1816, providing for a Grammar School at St. Andrews. In 1823 the general Act was amended; and, in 1829, another Act was passed providing for the endowment of King's College, and for this establishment and support of grammar schools throughout the Province. In 1846, this Act was amended so as to provide specifically for the teaching in Grammar Schools of "Orthography, Reading, Writing, Arithmetic, English Grammar, Geography, History, Natural Philosophy, the practical branches of mathematics, the use of Globes, the Latin and Greek Languages and such other useful learning as may be judged necessary." It also provided that in "every Grammar School there shall be an average number of fifteen scholars over ten years of age in daily attendance."

In his Report for 1873, the Chief Superin-

tendent states that there are 864 Common Schools in operation, attended by 40,405 pupils, 22,307 boys and 18,098 girls. The Provincial grant in aid of these schools is about \$90,000 per annum. The number of Superior Schools reported was 41, attended by 2,930 pupils. The Legislative aid is nearly \$9,600. The number of Grammar Schools reported was 14, attended by 881 pupils, Legislative aid, about \$6,400. The Normal School has an attendance of from 50 to 70 students, per term.

4. *New Brunswick University.*—In 1800 the Legislature passed an Act incorporating an Educational Institution for the Province, under the name of the College of New Brunswick, at Fredericton. In 1828, this name was changed to that of King's College by royal charter, and endowed with \$800 yearly, and a grant of 6,000 acres of land. Its income is now about \$13,500 per annum. In 1854 a commissioner from Canada (Rev. Dr. Ryerson, Chief Superintendent of Education), one from Nova Scotia (J. W. Dawson, Esq., LL.D., now Principal of McGill University, Montreal), and three from New Brunswick (Hon. Messrs. Gray, Saunders, and Brown), were appointed by the Lieutenant-Governor to devise a scheme for increasing the usefulness of the institution. In 1859, an Act was passed by the Legislature reorganising the institution in the manner suggested by the commissioners. Each county in the Province is entitled to a yearly scholarship for one student, valued at sixty dollars, besides gratuitous instruction.

The number of students who graduated in 1871 was seven. In 1872, nine. The attendance of students is about sixty.

5. *Other Colleges and Academies.*—In 1836 the Baptists of the Province established a seminary for higher education, in Fredericton. This institution receives a grant of \$1,000 per annum from the Legislature. In 1843 the Wesleyan Methodists, partly by the liberality of C. F. Allison, Esq., erected the Allison Academy for higher education, at Sackville. In 1854 the Wesleyans also established a Female Academy at Sackville. These institutions receive an annual grant of \$2,400 from the Legislature of New Brunswick, and \$1,000 from the Legislature of Nova Scotia. The Presbyterians have a college at Woodstock, and an academy at Chatham; the Roman Catholics, have also an academy at Chatham, as well as St. Basil's Academy, which receive grants from the Legislature. There are also other academies. The total of the Parliamentary grant in aid of education in New Brunswick is nearly \$200,000 per annum.

PROVINCE OF PRINCE EDWARD ISLAND.

In the year 1804 (as stated by Hon. Mr. Coles, Colonial Secretary) the first step towards making provision for the encouragement of Education in Prince Edward Island was made. In that year, the English Secretary of State in a despatch gave directions to appropriate the rent of the Warren Farm (Government property) towards the support of a School in Charlottetown. But it was not until the year 1819 that a direct appropriation of these rents was made in the erection of a National School, which was opened in 1821.

In 1808, the legislative grant for education in the Island was £328; in 1829 it was only £502; in 1832, £563; in 1839, £605; in 1841, including a grant to the Academy, it was £1,272; in 1845, £1,725; in 1850, £1,825; in 1854, after the passing of the Free Education Act the grant was raised to the munificent sum of £9,038; in 1855, to £11,909 and in 1856, to £12,000.

On the first distribution of the lands in the island, thirty acres were reserved in each township for a schoolmaster. No public school was, however, opened until 1821, when the National

School referred to was opened in Charlottetown. Some years afterwards a Board of Education was appointed for the island; and, in 1836, a central academy was also opened in Charlottetown. In the following year (1837) a visitor or superintendent of schools was appointed for the island. In 1848 a visitor was appointed for each county; and in 1852 the first Act establishing Free Schools in a British Colony, was passed by the Legislature. It gave a great stimulus to education in the island. In 1853 a visitor for the whole island was again appointed. In 1856 a normal school was established at Charlottetown, and in 1857 an agitation arose as to the use of the Bible in the public schools. In 1861 the Legislature passed an Act to consolidate the laws relating to education in the Island, and to improve the condition of public schools, as well as to authorise the use of the Bible in them. It also passed an Act to establish the Prince of Wales' College in honour of His Royal Highness' visit to Prince Edward, in that year.

In 1863, another Act was passed still further to

improve the condition of the schools, to determine the salaries of teachers, and to authorize "the establishment of a grammar school in lieu of two district schools." It prescribed that grammar school masters should hold a certificate of the highest class, and also "be qualified to teach the Latin, Greek and French languages in such proficiency as the Provincial Board of Education shall deem requisite." In 1864, the School Act was again amended and also the Act relating to the Prince of Wales' College.

In 1863, the whole of the Acts relating to education in the Island were consolidated.

The Progress of Education has been as follows :

Year.	Schools.	Pupils.
In 1837 there were in the island	51 attended by	1,650
In 1841	121	4,356
In 1848	131	4,512
In 1852	133	4,760
In 1855	270	12,133
In 1861	302	11,590
In 1863	305	12,235
In 1868	339	13,350
In 1869	360	14,867
In 1871	381	15,795
In 1871	384	15,235
In 1872	392	16,257

*Including these are 15 grammar schools, with about 950 pupils, and one normal school with 72 pupils.

PROVINCE OF NEWFOUNDLAND.

In 1802 Governor Lord Gambier, with the concurrence of the R. C. Bishop O'Donnel, of the Island, and the Protestant clergy, established a Protestant and Roman Catholic school at St. John's, and placed it under the management of clergymen of various religious persuasions. Other schools were also established by various bodies at the outports. The Benevolent Irish Society established a school at St. John's in 1806. In 1823, the Newfoundland and British North American School established "free" schools. In 1836 the number of schools in Newfoundland was only 79. In 1843, the first Act was passed providing for the education of the people. Of this Act the Rev. Charles Pedley, in his History of Newfoundland, thus speaks :—

"By the Act of 1843, a sum of \$25,500 was granted annually for the promotion of education, of which sum one half was appropriated in support of Protestant and one half in support of Roman Catholic schools. This amount was further distributed among a number of districts whose boundaries were defined by the Act, and which embraced the whole Island. In each district a board was to be appointed by the Governor, consisting of seven persons, of whom the senior clergyman of the district was to be one. In all those districts in which the majority of the population were Protestants the schools were to be under a Protestant board, and where the majority were Roman Catholics, the schools were to be held by Catholic boards. A yearly fee of one dollar was to be required from each pupil attending the schools, the several boards being empowered to remit the fee where persons were unable to pay the same.

"In the following year an Act was passed to provide for the establishment of an academy in St. John's for the promotion of a superior order of education.

"By that Act, the sum of \$15,000 was appropriated for the erection of an academy, and for providing a library and apparatus. The institution was to be under the management of nine directors appointed by the Governor. His Excellency had also the appointment of senior and junior masters, 'provided that no minister of religion having any fixed pastoral charge should be eligible as a master.' The salary of the senior master was fixed at \$1,500, that of the junior master \$1,250, payable out of the general revenues of the colony."

In 1858, a further Act was passed "for the encouragement of education" in the Island. By this Act \$52,625 were granted for the support of Protestant and Roman Catholic schools in the following proportions, viz. : \$23,764 to Protestant districts; \$18,336 to Roman Catholic districts; \$5,000 for denominational commercial schools, and \$3,475 for convent schools. \$3,750 were also granted to various schools for training scholars as teachers.

A further grant was made in aid of building and repairing school-houses and in supplying schools with books, maps, and school furniture. By this Act the Governor was authorized to appoint a Protestant and a Roman Catholic Inspector of Schools.

In regard to the progress of education in the Island the Rev. Charles Pedley remarks :—

"The general results of the educational provi-

sion made in the colony are, at this day, disappointing. With a grant of upwards of \$65,000 expended annually by the Legislature on this object, the culture of the labouring people in St. John's, and especially in the outports, is of a lamentably low order. And it is difficult to foresee any considerable improvement, as the chief hindrance in the way lies in the indifference and apathy of the people themselves."

At present the Island is divided into forty-four educational districts;—of these, twenty-seven are under the control of a general Protestant Board of Education, and the remaining seventeen under a Roman Catholic Board. There is a school inspector in connection with each board. The Legislature aids in the erection of school-houses by contributing one half their cost in each case.

There are three denominational Academies—Episcopalian, Wesleyan and Presbyterian—and one R. C. College (Bonaventure), at St. John's. Each receives a legislative grant varying from \$750 to \$4,400 per annum. In addition, \$2,000 are divided among the Protestant Academies for the training of common school teachers, and \$1,750 to Bonaventure College for the training of Roman Catholic teachers. There is a good Grammar School at Harbour Grace, and ten commercial schools at various places throughout the island.

In 1845 there were 209 schools with 10,300 pupils

In 1857	"	"	220	"	"	11,200	"
In 1870	"	"	243	"	"	12,328	"
In 1871	"	"	281	"	"	16,987	"
In 1872	"	"	297	"	"	16,831	"

PROVINCE OF BRITISH COLUMBIA.

British Columbia, although educationally the youngest Province of the Dominion, bids fair to outstrip some of her sister provinces in enterprise and efficiency. The Act organizing her system of education was only passed on the 11th of April, 1872, and the first report on the condition of the schools was issued in September.

John Jessop, Esq., the first Superintendent of Education for the Province of British Columbia, appointed under the new Act, was formerly a successful student in the Normal School in Ontario. He has, as we see from his report, not failed to introduce into the British Columbia Schools many features of the Ontario School System, and the law and most of the official regulations are almost verbatim transcripts (as far as they go) of those in force in this Province. The text-books used, also, are chiefly the same as those authorized for use in Ontario. There is a Provincial Board of Education, which is authorized to examine and give certificates to Public School Teachers, and to prescribe general regulations for the schools, etc.

The Legislative educational grant, for all pur-

poses, is \$40,000 a year. Of this sum \$8,346 were expended for school-house building and repairs. The trustees have no power to levy rates, but all the expenses of the schools are defrayed, upon the certificate of the Superintendent, out of the \$40,000 grant. There were in British Columbia (and Vancouver Island) 26 school districts in 1873; in one-half of them only schools were reported, and these were attended by 573 boys and 455 girls—total 1,028. The school population reported is from 1,800 to 2,000.

In 1843 Vancouver Island was first occupied by the Hudson Bay Company, and Victoria, the capital, founded. This capital was selected by James Douglas, Esq., the governor, on behalf of the Hudson Bay Company. In 1844, the boundary-line between the United States and what is now known as British Columbia, was determined. In 1849, Vancouver Island was conditionally granted by the Queen to the Company, for the purpose of settlement.

In the year 1859 gold was first publicly known to exist in the valley of the Fraser River (British Columbia proper) and in that year the occupation

of Vancouver Island was resumed by the Queen. The island, with British Columbia, was then erected into two British Crown Colonies, with separate boundaries, but under one government.

Though private efforts were made to establish schools as early as possible nothing was done in that direction by the Government until 1869, when a "Common School Ordinance" was passed by the Governor in Council. This ordinance was amended and its provisions were extended in 1870. In 1872 a comprehensive Act was passed by the Legislature (to which we have referred) based upon the Public School Act of Ontario. This Act was slightly amended in 1873.

In his report for 1873, the Chief Superintendent strongly recommends two features of the Ontario system for adoption in British Columbia, viz.: Compulsory education (the principle of which the Act of 1873 embodies); and the setting apart of part of the public domain for education. He also recommends the erection of teachers' residences and the introduction of vocal music in the schools. He deplores the inadequacy of teachers' salaries and the want of uniformity in teaching.

PROVINCE OF MANITOBA.

The inspector of Protestant Schools in his first report says:—

"The Act upon which the present system of Common School Education is based was passed during the first session of the first Parliament of Manitoba held in 1871.

"Previous to the passing of this Act there were one or more schools in each of the English-speaking parishes. These schools were under the direct control of the Incumbent of the parish, and, with the exception of two, were all Church of England Schools. Some of them were entirely supported by the Church Missionary Society. As to the rest the teachers' salaries, as well as all expenses incurred in the erection, furnishing and repairing of the school-houses, were defrayed by local collections and subscriptions, aided during the past few years, by a grant from the Diocesan Fund. In several of the parishes,

which are not connected with the Church Missionary Society, the schools have been carried on for the past few years under great difficulties. In these localities the support of the school devolved almost entirely upon the people residing in them; and when it is borne in mind that these parishes, always small and by no means wealthy, suffered heavily from the ravages of the grasshoppers, the difficulties of providing a reasonable salary for the teachers and keeping up the school-houses will be easily understood and appreciated. Indeed some of our schools have been frequently closed, for the simple reason that the teacher's salary could not be raised; and in more than one case the clergyman of the parish has undertaken the school duties himself, and devoted, free of charge, a few hours each day to the important duty of instructing the youthful members of his flock in the different branches of a common school education.

"So far as I have been able to learn, no assistance has ever been given by the Hudson's Bay Company, to the elementary schools, though in the case of the higher school of the country it has shown most commendable liberality."

As already intimated the Legislature established a system of education for the Province in 1871, and placed it under the control of a Provincial Board of Education and two Superintendents,—one a Protestant and the other a Roman Catholic. It also gave to the Board \$6,000 to assist it in maintaining the schools.

There are about 20 Protestant Schools, attended by nearly 850 pupils, and the same number of Roman Catholic Schools attended by nearly 750 pupils. The Church of England, Presbyterian and the Wesleyan Churches have each established a College in Montreal for theological and secular instruction.





Wolstenholme Island

Melville Monument

JAMES AND

AFFINE BAY

Upernivik Dist

Thorsmark Bay

Qaanaaq Dist

Hallenbek Dist

Jakobsø Dist

Christianshaab Dist

Christianshaab

Egedesminde Dist

Holstenborg Dist

Sukkertoppen Dist

Godthaabs Dist

Maraler

Fiskerhøjes Dist

Frederikshavn Dist

5 IN.

Arctic Circle

CUMBERLAND

ISLAND

1st of Godthaab

20°W



EXPLANATION.

———— Lines of Equal Mean
Temperature for
the year.

— · — · — do for the Winter,
(three months.)

— / — do for the Summer,
(three months.)

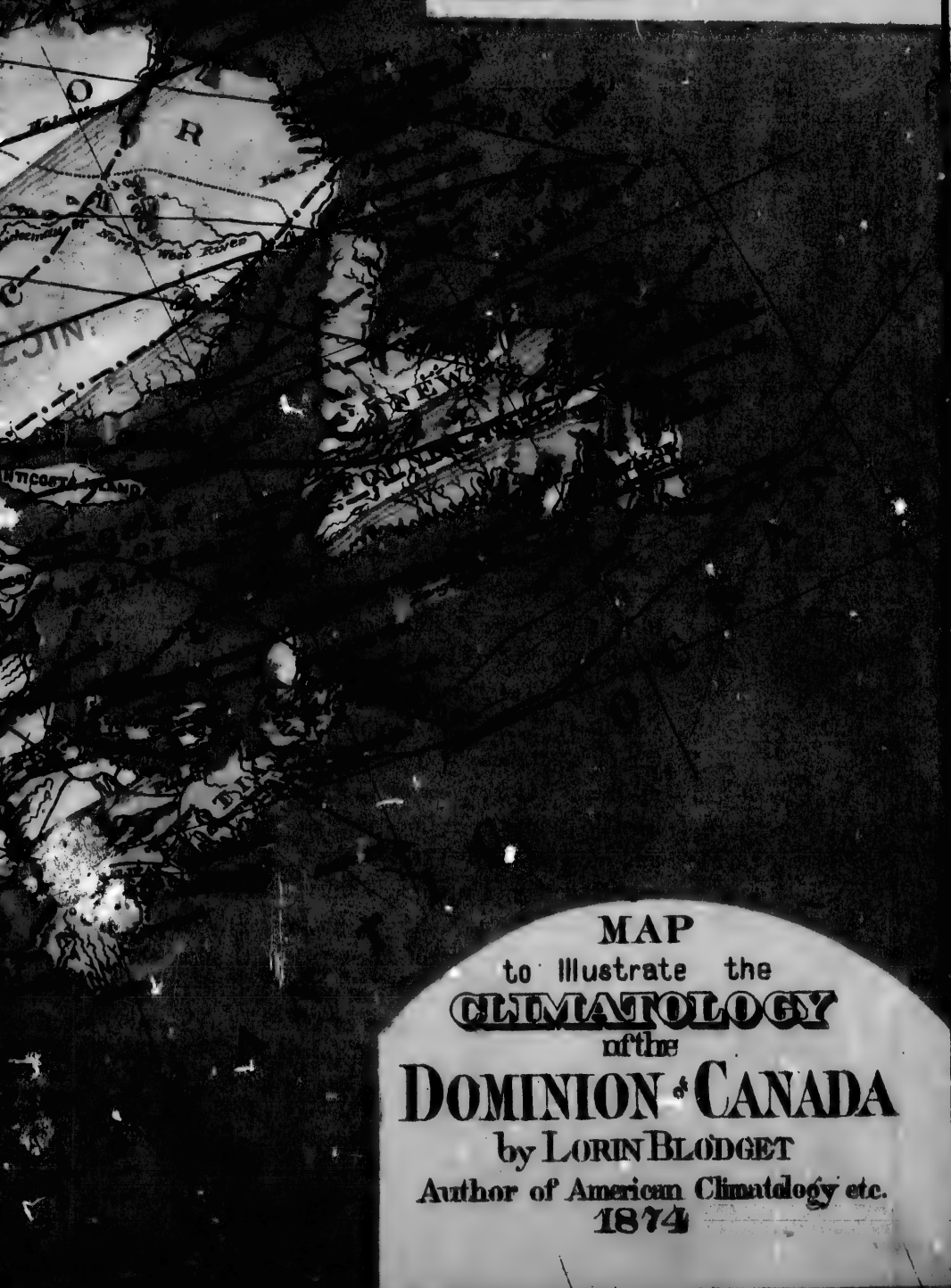






do for the Summer,
(three months.)

Boundaries of Rain fall
Areas.



MAP
to illustrate the
CLIMATOLOGY
of the
DOMINION of CANADA
by LORIN BLODGET
Author of American Climatology etc.
1874

THE CLIMATE OF BRITISH NORTH AMERICA

By LORIN BLODGET.

AUTHOR OF "AMERICAN CLIMATOLOGY," ETC.

TEMPERATURE.

The climate of British North America is generally colder than that of like latitudes of Europe by about 10° on the annual means of temperature, and the position of Toronto is a fair representation of this general climate, so far as the interior districts, or those not immediately on the sea coast are concerned. At Toronto the deviation from the calculated mean temperature for its parallel of latitude is nearly 7 degrees, the normal or average, as calculated by Dove, being 51° while the annual mean for 30 years at Toronto is $44^{\circ}3$. The continental position of the larger portion of the interior therefore may be stated as rendering it colder by 10° than western Europe and colder by 6° to 7° than the average of climates of the northern hemisphere, continental and maritime both included. But the lower annual mean detracts little or nothing from the productive capacity of Canada, the greater heat of summer fully compensating for the cold of winter, and there are large districts in the East, with still greater areas on the Pacific coast, which possess all the advantages of full maritime climates. Nova Scotia with a portion of New Brunswick and several adjacent islands possess what may be called a full maritime climate, or one with a very moderate curve of changes in successive months, and no conspicuous extremes of heat or cold. The average is colder, however, than that for the west of Europe by about 5° for the colder months. On the western or Pacific coast of British America a full equal to the English climate is found, with the winter quite as mild as that of Cornwall, and the curve of changes among the months very moderate. The area embraced by this mild European climate is very great, Vancouver's Island alone being 20,000 square miles in extent, and other islands, with the mainland, giving at least 50,000 square miles more having a climate essentially the same. At Victoria the winter mean is over 41° , while that of London is 39° and that of Plymouth, England, 44° . The summer rises to 62° only, and the year is $51\frac{1}{2}^{\circ}$, these being also the equivalents for the best part of England. For a long distance northward of Vancouver the characteristic mildness continues as it does on the west of Ireland and of Scotland. Though much of the surface is rough and mountainous, thus interfering with occupation for agricultural purposes, there is no material inferiority of climate on this western side of the continent in comparison with that of the most valuable portions of the British Islands. Another most important and distinctive climatological district is found on the plains east of the

Rocky Mountains, in which the maritime features blend with the continental, affording a climate analogous to that of the plains of South Russia, and highly favorable to agriculture and fixed occupation of the soil. This modified climate extends westward from Lake Superior and Lake Winnipeg to the Rocky Mountains, and indeed beyond them, in various cultivable valleys; the general area being a triangle with its base along the 49th parallel, its western limit along the 122nd meridian of longitude from 49° to 60° N. latitude, from which point a nearly right line to Fort William would form its north-easterly limit. At the lowest estimate the area so included cannot be less than 350,000 square miles, for which the general climate is as favorable as that of Prussia, or as that of South Russia, from Moscow to the Black Sea. The severity which is sometimes experienced at Red River, and on the plains in its vicinity, is greatly modified in approaching the mountains westward, the influence of the Pacific coast extending far inland, and rendering the larger share of this great triangular area very mild for its latitude.

West of the Rocky Mountains the climate is warm and humid, like that of the west of Ireland, or of Norway. Though the surface is rough and sharply mountainous, there are many tracts of valuable surface, with magnificent forests, and waters never closed by ice, or obstructed by the severity of the winter climate. Some parts of this coast appear to receive excessive quantities of rain, but such is not the case on Vancouver's Island, nor on the mainland at some little distance from the coast. The local features of the climate have not been sufficiently observed to render the details clear, but it is indisputable that the climate is especially mild in winter, with little snow near the coast, and with a greatly softened effect extending inland across the Rocky Mountains and far down the Peace, Athabasca and Saskatchewan rivers. On these interior plains the great herds of buffalo winter in security, an indisputable proof of uniform mildness of climate. In the second great area outside the limits of the well settled colonies, which is the slope toward James Bay and the plateaux north of the present settlements of Canada, the climate has a wide range from summer to winter, and is marked by extreme continental severity in the latter season. The summer is short, warm and prolific; but too short for most crops to mature. While its capacity will at some time be developed, it is still certain that the great interior plains before described will first be occupied. The altitude of this great tract is small, even at the summit north of Lake Huron and Superior; but the sur-

face is so completely covered with water lines and marshes, and so generally denuded of timber, as to increase the winter severity, at the same time that the summer is not easily adapted to such growth as its climate would favor. Rupert House, James' Bay, is a representative position for this great area, and so far as the few observations obtainable would show, it appears warm enough for the three summer months to admit of considerable cultivation. The summer mean cannot be less than 60° or quite as great as that of the average in the Scottish lowlands, and in the north of Ireland. The critical features of this district are its liability to frosts in spring and fall, and the intense severity of the cold in winter and even late in the spring. Only in May, and after the middle of that month, is any growth possible. Temiscaming on the southern border of this district, lat. $47^{\circ}20'$, is certainly within the cultivable climates, having a summer mean of 65° , and it cannot be doubted that a large portion of the surface intervening between this point and James Bay will ultimately be occupied. The summer mean of 65° may be now assumed as the limit to which cultivation has gone, but it is possible nearly or quite to that of 60° , which reaches to the mouth of the St. Lawrence, thence north of the Saguenay to Rupert River, the southern extremity of James Bay, and north-westward just east of Lake Winnipeg to Lake Athabasca. Around Hudson's Bay, and eastward throughout Labrador, while there is much heat in July and August, there are sudden changes to colder weather possible in every month, and the summer is too short for any form of cultivation. North of this doubtful ground is the great area of Labrador and the Hudson's Bay region proper, a district of vast extent and wholly uncultivable. At Nain and Hebron, Labrador, and at York Factory, Lake Athabasca, Slave Lake and Great Bear Lake on the west, there are records of observations sufficient to define the climate with reasonable precision. Labrador has a summer mean of 48° at lat. 57° , and 45° at lat. 58° near the coast. The interior toward Hudson's Bay probably differs little in general climate. The winter mean is everywhere below zero, and single extremes fall far below the freezing point of mercury. West of Hudson's Bay the summer mean is 50° to 55° , or 10° warmer than Labrador, but the winter is nearly as cold at the west as at the east. At Fort Simpson and at all points along Liard and Mackenzie rivers, the warm air from the Pacific coast appears, and sensibly modifies the climate. There is much natural growth of forests and grasses over all the region west of Hudson's Bay, and far down the valley of the Mackenzie river.

Barley and other grains ripen at Fort Liard at the 60th parallel, ten degrees farther north than on the Labrador coast.

Notwithstanding the extreme severity of the climate of large areas of British North America, almost the whole surface to the polar circle is extremely prolific in animal and vegetable life. The seal and other fisheries of the Atlantic coast are almost or quite unequalled in their profusion, the ice on the return current in March and April bringing great numbers of seals along the Labrador coast. In the interior waterfowl and birds of every description swarm in countless numbers; with hares, foxes, deer, and the musk ox; salmon abound in the rivers, and with all these swarms of fur bearing and food yielding animals there must be great capacity to maintain settlements of civilized men. Highly nutritious grasses and rich fruits are suddenly frozen in at the close of the year, to furnish winter food for deer, buffalo, and other animals. For this reason the northern plains are better than those of lower latitudes to maintain all this class through the winter.

RAINFALL.

The distribution of water falling in rain and snow is much more obscure than the distribution of heat. Very few measurements have been taken beyond the limits of the agricultural settlements of Canada proper; none, indeed, except in the provinces of the Atlantic coast. It is only known of much of the interior that the warm season is profusely showery, and the cold seasons are generally dry. The aggregate of water falling in rain and snow diminishes in going northward, except at the immediate coast of the Pacific. The snows of the central districts are light in

winter, though falling in blinding storms along the surface. The quantity of water in any certain depth of this dry snow is also small. On the co-tees, or higher plains near the Missouri there is an area deficient in summer rain, but on Lake Superior, and along the fertile or forest belt north-westward the warm season is accompanied by frequent and profuse showers, affording an abundant supply of water. Probably all the cultivable surface of British North America is sufficiently humid in summer for ordinary purposes: its deficiency being during the cold season. On Vancouver's Island the rain fall is moderate, and generally the quantity on the immediate coast north of the 49th parallel is less than on the coast below the mouth of the Columbia. Observations of the annual fall of snow are not sufficient to give definite quantities, but the average is 80 to 100 inches for the Atlantic provinces, 70 to 90 for the Canadas—Ontario and Quebec—and diminishing quantities in going westward, until the average is less than 20 inches on the Saskatchewan Plains. On the Rocky Mountains again, the quantity is large, 70 to 100 inches or more on the western ranges, but immediately on the Pacific coast it is again less, and on Vancouver's Island, the winters are quite open, with slight falls of snow.

The illustration of rain distribution is less definite than is desirable, for want of observations in the colder and more distant districts, but it is reasonably well supported by observation of known districts, and by analogy elsewhere. It is generally true, that when the temperature remains low and little moisture can be sustained in a state of vapor, the fall of water in rain and snow must be light. On the broad plains of the central areas surrounding Hudson's Bay the quantity of water falling in rain and snow has never been measured, but it cannot be large. For

many months of the dead winter it is very small, and of the snow at any time falling the quantity or depth required to make an inch of water is twice as great as in Nova Scotia, or on the Pacific coast. In the general illustration it should also be observed, that local excesses or deficiencies are merged in general results. There are points of the Pacific coast that receive as high as 100 inches of rain, but the localities are too small for distinct exhibition. So on the Atlantic coast, where, at many points from Nova Scotia northward, there are local excesses of rain and snow not possible to delineate on the general chart.

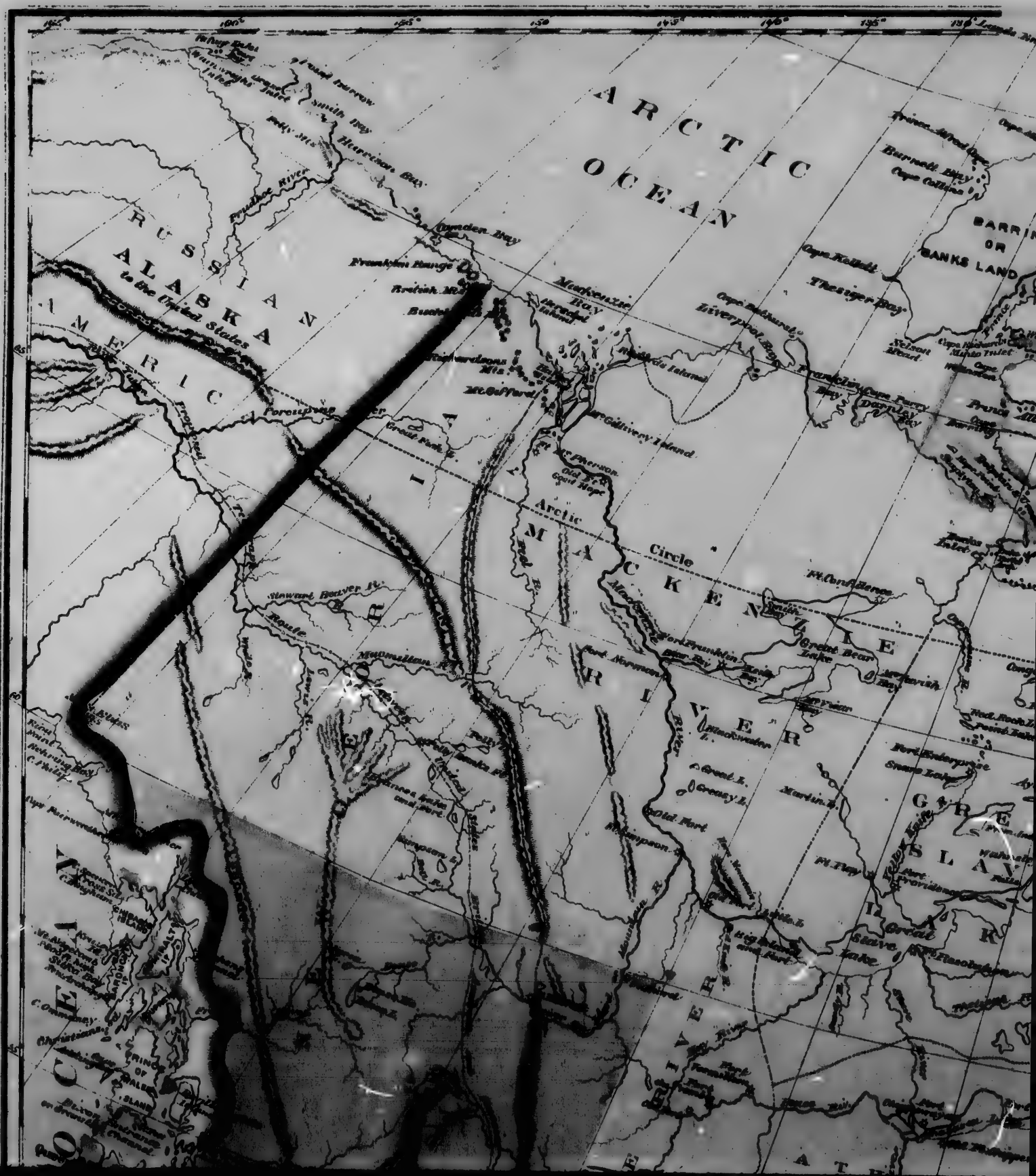
SUMMARY OF OBSERVATIONS.

A few only of the more important stations at which observations have been taken can be embraced in the following tabular statements, for want of space. Many highly important districts are yet very imperfectly represented, particularly in the interior, north and west.

TEMPERATURE OBSERVATIONS—MEANS FOR THE SEASONS AND YEAR.

	Lat.	Sp'g.	Sum.	Aut.	Win.	Year.	Years.
Windsor, C. W.	42°59'	45.0	50.0	45.7	38.0	47.3	44, 1866-78
Ottawa	45°19'	41.3	50.5	47.3	35.1	44.8	4, 1866-78
Hamilton	43°12'	43.1	50.9	45.3	36.3	44.7	10, 1866-78
Toronto	43°40'	40.7	50.0	47.0	36.1	44.3	31, 1866-78
Montreal	45°30'	40.3	50.9	45.0	33.2	41.4	10, 1866-78
Quebec	46°50'	38.5	50.0	44.0	33.3	40.2	10, 1866-78
Quebec	46°50'	38.5	50.0	44.0	33.3	40.2	10, 1866-78
St. John, N. B.	45°19'	37.3	45.0	42.3	32.1	40.2	4, 1866-78
Halifax, N. S.	44°44'	37.8	42.4	47.0	36.0	42.5	4, 1866-78
Albion Mines, N. B.	45°54'	37.8	52.5	45.3	30.6	43.0	10, 1866-78
St. John's, N. F.	47°33'	33.3	54.0	43.8	35.3	38.3	5, 1866-78
Nain, Labrador	57°10'	31.7	47.0	38.3	3.9*	26.1	8, 1877-80
Nain, Labrador	57°10'	31.7	47.0	38.3	3.9*	26.1	8, 1877-80
Norway House	54°10'	30.5	50.0	38.9	3.9*	26.1	1, 1867-7
Rebun, Labrador	62°52'	4.7	30.0	15.0	20.0*	6.1	1, 1867-7
Prince of Wales Fort, N. B.	54°10'	10.0	33.1	38.5	33.0*	15.7	1, 1867-8
Fort Conception, U. S. L.	64°50'	7.8	34.0	17.5	24.0*	13.7	3, 1866-68
Yukon	60°10'	14.3	29.7	17.4	24.0*	18.0	1, 1867-8
Fort Reliance	61°10'	20.5	37.5	47.0	35.0	38.5	10, 1866-78
Fort Reliance	61°10'	20.5	37.5	47.0	35.0	38.5	10, 1866-78
Victoria	48°29'	50.3	50.7	55.3	41.8	51.5	1, 1867-8
Edmonton, H.	53°30'	40.9	72.8	44.5	25.4	48.3	1, 1868-9
Fort Benton, U. S.	46°12'	50.3	64.5	48.9	10.0	38.3	8, 1866-78
Fort Ripley, U. S.	46°12'	50.3	64.5	48.9	10.0	38.3	8, 1866-78
Thunder Bay, Fort William	46°12'	50.3	64.5	48.9	10.0	38.3	1, 1866-78
Fort Garry	49°54'	38.0	56.0	32.0	1.0*	32.3	1, 1871-3

* Below zero.





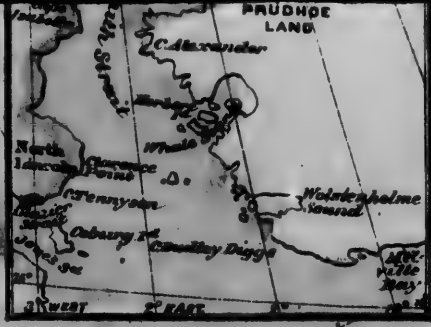












MAP
OF THE
DOMINION of CANADA
AND THE
BRITISH POSSESSIONS
IN
NORTH AMERICA
with a portion of the
UNITED STATES

WITH DISTANCES IN MILES

[illegible]

UNITED STATES CONSULAR OFFICES in the Dominion of Canada : WILLIAM A. DART, Consul General, Montreal.

CONSULAR DISTRICT	PLACE	NAME	RANK	CONSULAR DISTRICT	PLACE	NAME	RANK
CLIFTON	CLIFTON	ROBERT S. CHILTON	Consul	PRESCOTT	Morrisburg	James Rolington	Agent
Do	Do	Joseph E. Williams	Deputy Consul	Do	Ottawa	E. A. Buckman	Do
Do	St. Catharines	D. C. Haynes	Agent	Do	CHARLOTTETOWN	DAVID M. DENN	Consul
COASTROCK	COASTROCK	EDWIN VACARAN	Consul	Do	Do	P. B. McGowan	Vice Consul
Do	Do	M. K. Stone	Vice Consul	Do	Chesapeake	George H. Wland	Agent
Do	Georgetown	George W. Fong	Agent	Do	Georgetown	A. A. McDonald	Do
Do	Hartford	John R. Nichols	Do	Do	Summerside	Fairly McNeill	Do
Do	Lineboro	Ira D. McClary	Do	Do	Do	W. C. Howells	Consul
Do	Porter	John Babes	Do	Do	St. John's, N.B.	Edmund C. Holt	Vice Consul
Do	Stonington	A. T. Foster	Do	Do	Do	D. B. Warner	Consul
Do	Stonington	ANDREW C. FOLEY	Do	Do	Do	A. D. Godwin	Vice Consul
PORT ELLIS	PORT ELLIS	B. H. Graham	Consul	Do	McAdam Junction	Charles F. Hoban	Agent
Do	Do	Chamney Bennett	Agent	Do	St. John's, N.F.	Robert B. Call	Do
Do	Port Rowan	Marlin Payne	Do	Do	St. George	Edward Lomax	Do
Do	Port Stanley & St. Thomas	George H. Post	Consul	Do	St. George	Benjamin Hamill	Do
GARFIELD BASIN	GARFIELD BASIN	John Short	Vice Consul	Do	St. Stephen's	Charles H. Clarke	Do
Do	Do	J. E. F. Fairhead	Agent	Do	St. John's, N.F.	Thomas N. Molloy	Consul
Do	Megadalen Islands	A. A. Thompson	Vice Consul	Do	Harbor Grace	Charles Wills	Vice Consul
GOOSEBUSH	GOOSEBUSH	F. A. Robertson	Agent	Do	St. John's, QUE.	F. Devereux	Consul
Do	Stratford	Innocent Griswold	Agent	Do	Do	Frank Harmon	Vice Consul
Do	HALIFAX	M. M. Jackson	Consul	Do	Do	David Nutt	Agent
Do	Do	J. F. Phelan	Vice Consul	Do	Clarenceville	George R. Martin	Do
Do	Barnston	G. Robertson	Agent	Do	Frolighsburg	George H. Bramley	Do
Do	Bridge-water	William H. Owen	Do	Do	Sorel	Hiram Skellis	Do
Do	Shelburne	N. W. White	Do	Do	Sutton	L. L. Davis	Do
HAMILTON	HAMILTON	HENRY RAY MYERS	Consul	Do	SARAHIA	SAMUEL D. PAGE	Consul
Do	Do	Brianham Balm	Vice Consul	Do	Do	Albert Hendricks	Vice Consul
Do	Do	M. O. McGregor	Agent	Do	London	William F. Blake	Agent
Do	Paris	George C. Baker	Consul	Do	TORONTO	ALBERT D. SHAW	Consul
KINGSTON	KINGSTON	JAMES M. TREER	Consul	Do	Do	La Rue	Vice Consul
Do	Do	John C. Clark	Vice Consul	Do	Do	George Stephens	Agent
Do	Do	John C. Hay	Agent	Do	Coburns	Isaac Lawrence	Do
Do	Belleville	E. E. Abbott	Do	Do	Port Hope	Almer A. Allen	Do
Do	Gananoque	Albert R. Lee	Do	Do	Whitby	DAVID ECKSTEIN	Consul
Do	Napanee	Robert Clapp	Do	Do	VICTORIA	Francis Garesche	Vice Consul
Do	Pictou	WILLIAM A. DART	CONSUL GENERAL	Do	Do	JOHN L. NEAN	Consul
MONTREAL	MONTREAL	Orlando P. Bloss	Vice Consul Gen'l.	Do	Windsor, Ont.	John Swift	Vice Consul
Do	Do	J. E. Corbin	Agent	Do	Amherstburg	Charles N. Scott	Agent
Do	Huntingdon	A. Somerville	Do	Do	Chatham	Thomas McCoo	Do
Do	Lachine	Charles Carlton	Do	Do	Do	J. D. Cunningham	Do
Do	Three Rivers	Samuel Ogden	Do	Do	Windsor, N.S.	L. H. Johnson	Do
PICOTU	PICOTU	Oscar Malmros	Consul	Do	Do	DAVID K. HOBART	Consul
Do	Do	John R. Noonan	Vice Consul	Do	Annapolis	P. B. Burnham	Vice Consul
Do	Arich	James G. McKee	Agent	Do	Do	Jacob M. Owen	Agent
Do	Do	Thomas C. Cook	Do	Do	Corwallis	Eleazar Rand	Do
Do	Cow Bay	Charles Archibald	Do	Do	Digby	W. B. Stewart	Do
Do	Glace Bay	David McKee	Do	Do	Kempt	Henry H. Grant	Do
Do	Guyssborough	E. H. Franchville	Do	Do	Paraboro	B. D. King	Do
Do	Lincoln	P. E. Leaver	Do	Do	Walton	A. McN. Parker	Do
Do	North Sydney	William Purves	Do	Do	Yarmouth	Joseph R. Ho	Do
Do	Port Sydney	P. E. Leaver	Do	Do	Do	James W. Taylor	Consul
Do	Percy	Henry G. Pinc	Do	Do	Do	A. N. Carpenter	Vice Consul
PRESCOTT	PRESCOTT	CLIFFORD STANLEY KING	Consul	Do	Do	Do	Do
Do	Do	Thomas J. Tracy	Vice Consul	Do	Do	Do	Do
Do	Brockville	W. A. Schofield	Agent	Do	Do	Do	Do
Do	Cornwall	John Murray	Do	Do	Do	Do	Do

LIST OF FOREIGN CONSULS in the Dominion of Canada exclusive of United States Consuls.

COUNTRY	TITLE	RESIDENCE	NAME	COUNTRY	TITLE	RESIDENCE	NAME
ARGENTINE REPUBLIC	Vice Consul	Three Rivers	Geo. B. Day	SPAIN	Vice Consul	Gaspé	A. Painchaud
Do	Do	St. John, N.B.	Juan Robertson	Do	Do	St. John, N.B.	H. J. K.
AUSTRIA	Consul	Montreal	E. Schultes	Do	Consular Agent	St. Stephens	D. Brown
Do	Do	Halifax	Wm. Conrad	Do	Do	St. George's	S. Johnson
BELGIUM	Consul	Halifax	E. E. Rouss	Do	Do	Caracotte	J. R. Dawn
Do	Do	Montreal	Jean Joseph	Do	Do	Silippegas	Do
Do	Vice Consul	Quebec	A. Joseph	Do	Vice Consul	Halifax	Don A. M. Drees
Do	Do	Halifax	M. Tobin	Do	Do	Sydney	Wm. Purvis
BRASIL	Consul General	Montreal	Geo. B. Day	Do	Consular Agent	Yarmouth	G. N. Brown
Do	Consul	Quebec	John Laird	Do	Do	Lunenburg	D. Owen
Do	Vice Consul	Chicoutimi	Hon. D. Price	Do	Do	Liverpool	T. M. Vail
Do	Do	Three Rivers	J. F. Gaudet	Do	Do	Little Glad Bay	C. H. Bayly
Do	Do	St. John, N.B.	J. W. Scammell	Do	Vice Consul	Pictou	H. Primrose
Do	Do	Halifax	Stephen Tobin	Do	Do	Charlottetown	T. S. Carvell
Do	Do	Montreal	J. F. Wulff	Do	Do	St. John, N.B.	Don J. Fronaki
Do	Vice Consul	Quebec	G. T. Pemberton	Do	Consular Agent	Trinity	A. H. Cole
Do	Do	Saguenay	D. Price	Do	Do	Gaspé	J. A. Noonan
FRANCE	Consul General	Quebec	Marthal Chevalier	Do	Do	Tounguet	H. Duder
Do	Vice Consul	Montreal	Dr. P. E. Picaut	Do	Do	Fogo	H. Findlater
Do	Do	Halifax	J. B. Morrow	Do	Do	Burin	F. Bertain
Do	Do	Sydney	Hon. J. Bournot	Do	Do	Harbor Breton	Z. Hubert
Do	Do	St. John's, N.F.	J. C. Tonsaint	Do	Do	Gaulois	W. Galloze
Do	Consular Agent	Toronto	W. J. Macdonell	Do	Vice Consul	Harbor Grace	T. H. Ridley
Do	Do	St. John, N.B.	George Carvell	Do	Do	Montreal	J. F. Wulff
Do	Do	Charlottetown	Dr. Robik	Do	Consul	Quebec	W. A. Schwartz
Do	Consul	Victoria, B.C.	Eugene Boulet	Do	Vice Consul	Acouman	J. E. Barry
GERMAN EMPIRE	Consul	Toronto	J. A. Simms	Do	Do	Saguenay	Hon. D. Price
Do	Do	Quebec	C. Fild	Do	Do	Trois Pistoles	N. Tetu
Do	Do	Montreal	U. C. Munderloh	Do	Do	Rimouski	G. Sylva
Do	Do	Halifax	M. Lichtman	Do	Do	Gaspé	J. J. Lowm'es
Do	Do	Chatham, N.B.	A. Morrison	Do	Do	Dalton	G. Hudson
Do	Consul	Montreal	M. M. F. Glanell	Do	Do	Miramichi	G. Hutchison
Do	Do	Gaspé Basin	A. LeDontillier	Do	Do	Richibucto	Do
Do	Vice Consul	Montreal	C. Bonaccia	Do	Do	Buctouche	J. Bowser
Do	Consular Agent	Quebec	G. T. Pemberton	Do	Do	Shediac	W. S. M. Harginton
Do	Do	Halifax	G. O. Black	Do	Do	St. John	John Cudl
Do	Do	St. John, N.B.	A. T. Clark	Do	Do	Bathurst	J. Ferguson, Jr.
Do	Consul	Quebec	C. F. Champion	Do	Do	Halifax	J. B. O'Leary
Do	Consul General	Toronto	E. H. Dixon	Do	Do	Pugwash	H. G. Pinc, Jr.
Do	Vice Consul	Quebec	C. Johnson	Do	Do	Yarmouth	J. M. Meedy
Do	Do	Halifax	Dr. Wickwire	Do	Do	Sydney, C.B.	W. H. Archibald, Jr.
Do	Do	St. John, N.B.	J. E. G. Tisdale	Do	Do	Pictou	J. R. Noonan
Do	Consul	Montreal	G. B. Day	Do	Do	St. John's, N.F.	H. H. Prowse
Do	Vice Consul	Quebec	Hon. D. Price	Do	Consul	Halifax	S. E. Gregory
Do	Do	Chicoutimi	J. F. Gaudet	Do	Do	St. John	J. Robertson
Do	Do	Three Rivers	T. W. Scammell	Do	Vice Consul	Montreal	F. U. Hinchav
Do	Do	St. John, N.B.	E. Allison	Do	Do	Sydney, C.B.	H. H. Archibald
Do	Consul	Halifax	T. Abbott	Do	Do	Pictou	C. H. Ives
Do	Do	Montreal	C. S. Watson	Do	Do	Brickow	S. C. Tu, per
Do	Vice Consul	Gaspé	P. Villet, Jr.	Do	Do	St. M's Bay	C. E. Everett
Do	Consul General	Quebec	Don Malvosa	Do	Consular Agent	Annapolis	C. P. Champlin
Do	Do	Quebec	Don J. M. Blanco	Do	Do	Quebec	J. McLaughlin
Do	Do	Montreal	Dr. J. L. Leprohon	Do	Do	Three Rivers	J. McLaughlin



ATLAS OF THE PROVINCE
MAP OF
BRITISH COLUMBIA

to the 56th Parallel, North Latitude

COMPILED AND DRAWN AT THE LANDS AND WORKS OFFICE, VICTORIA, B.C.

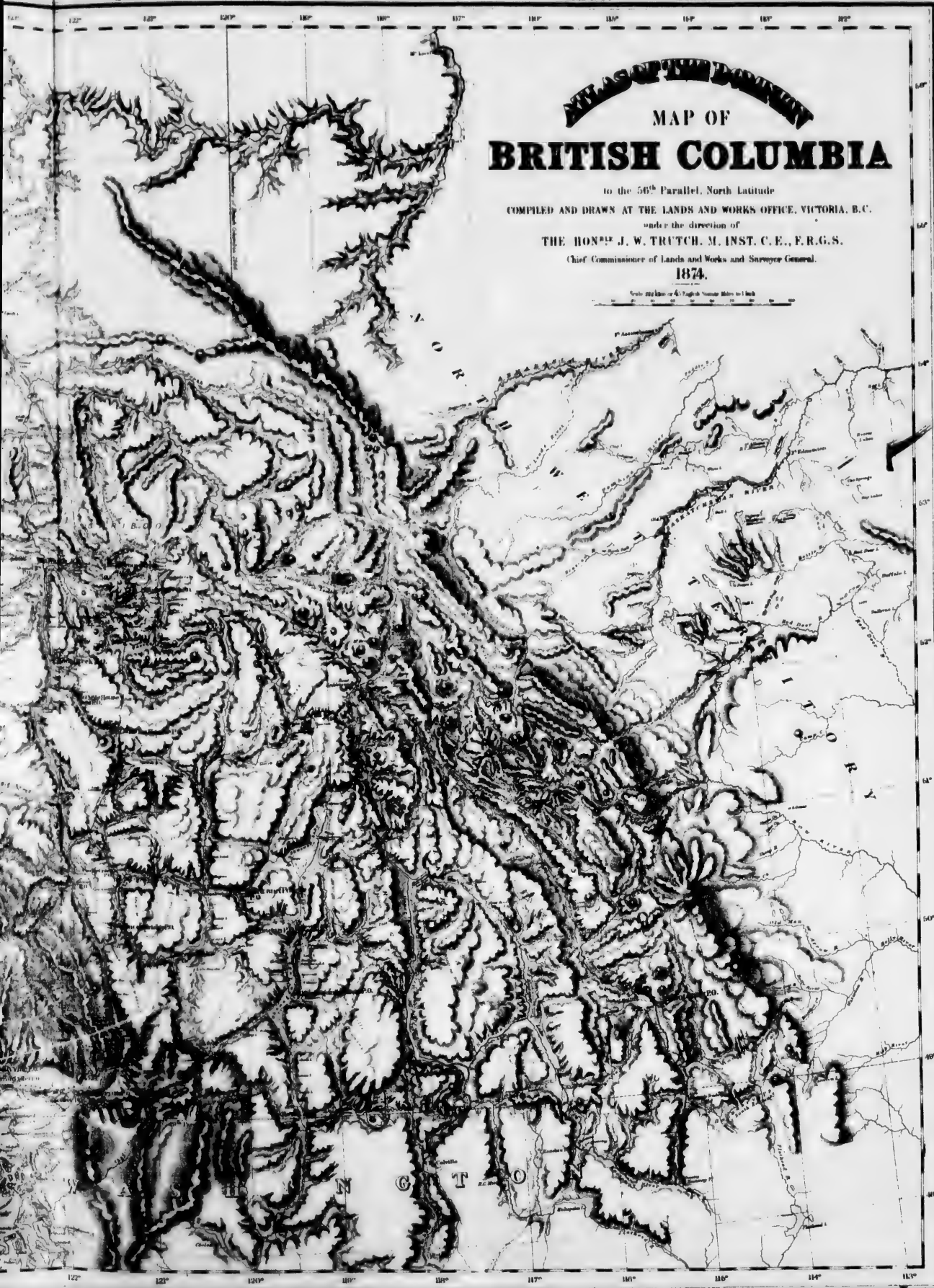
under the direction of

THE HON^{BLE} J. W. TRUTCH, M. INST. C. E., F.R.G.S.

Chief Commissioner of Lands and Works and Surveyor General.

1874.

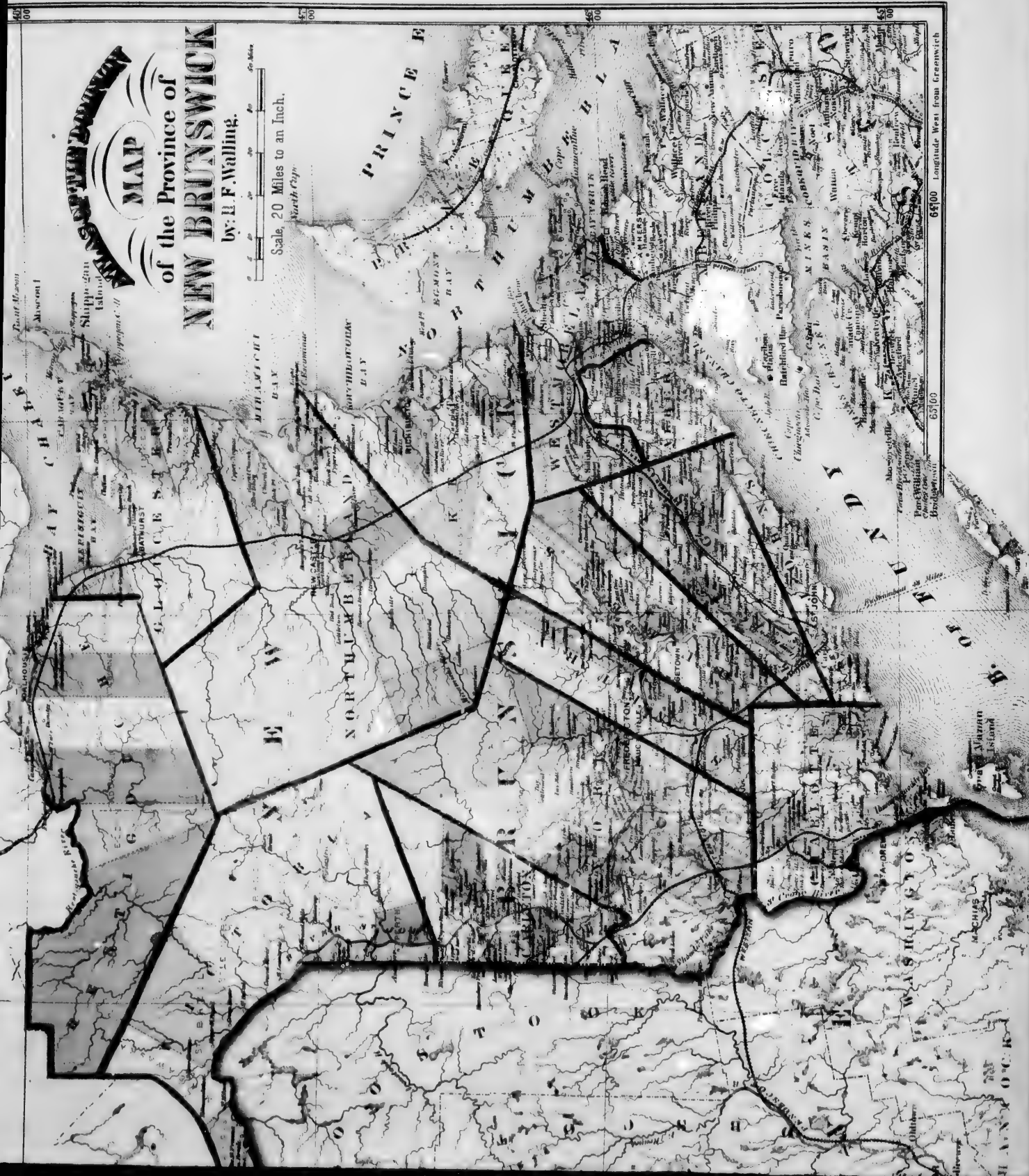
Scale 100 Miles or 4 English Statute Miles to 1 Inch





by: L. F. Walling.

Scale, 20 Miles to an Inch.



64°00'

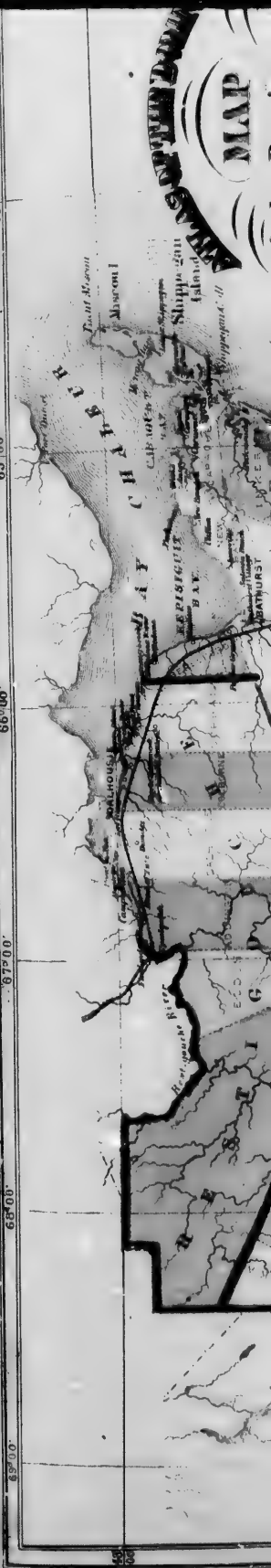
65°00'

66°00'

67°00'

68°00'

69°00'

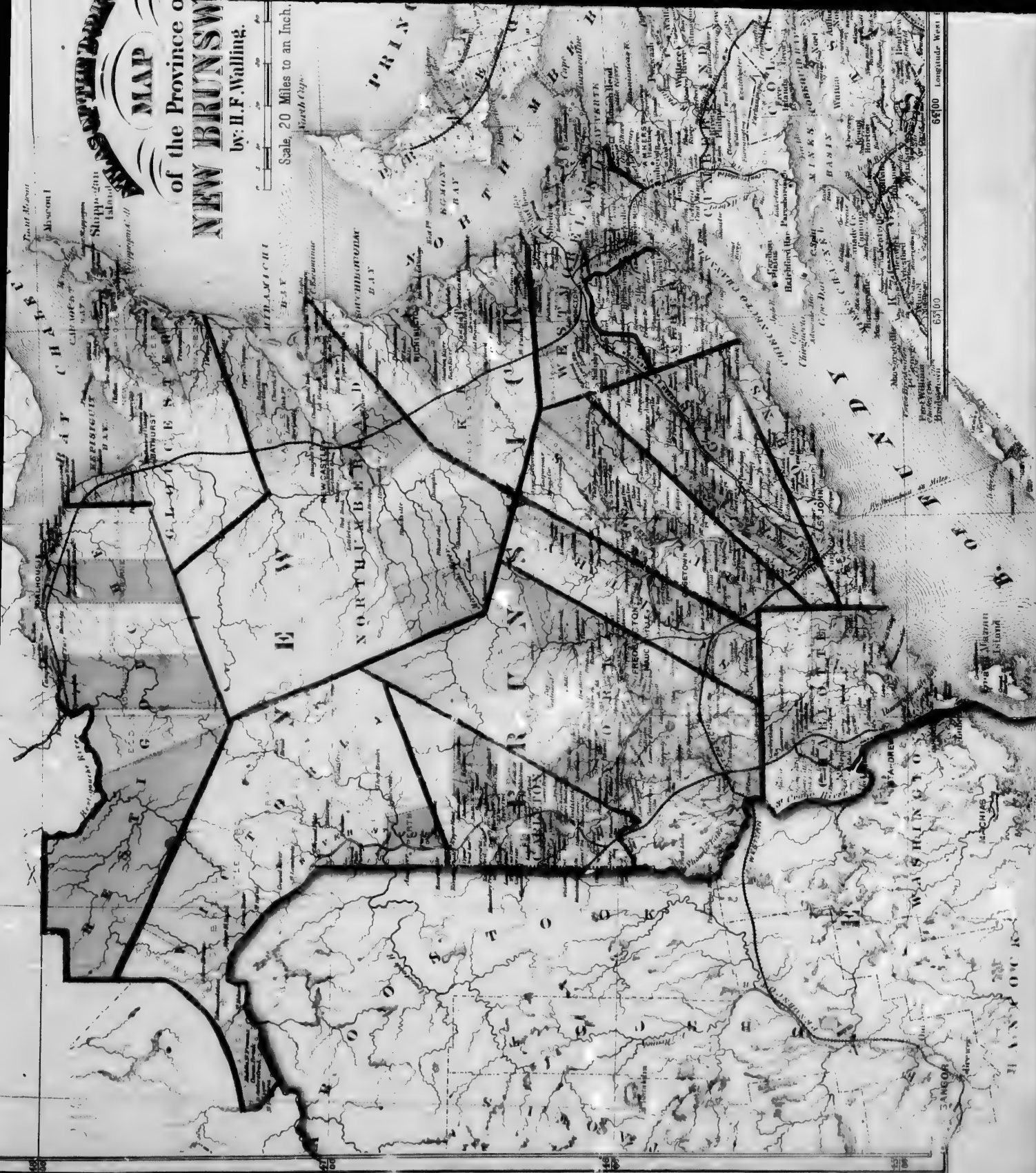


MAP

MAP

of the Province of
NEW BRUNSWICK
by H.F. Walling.

Scale, 20 Miles to an Inch.
North Cape.

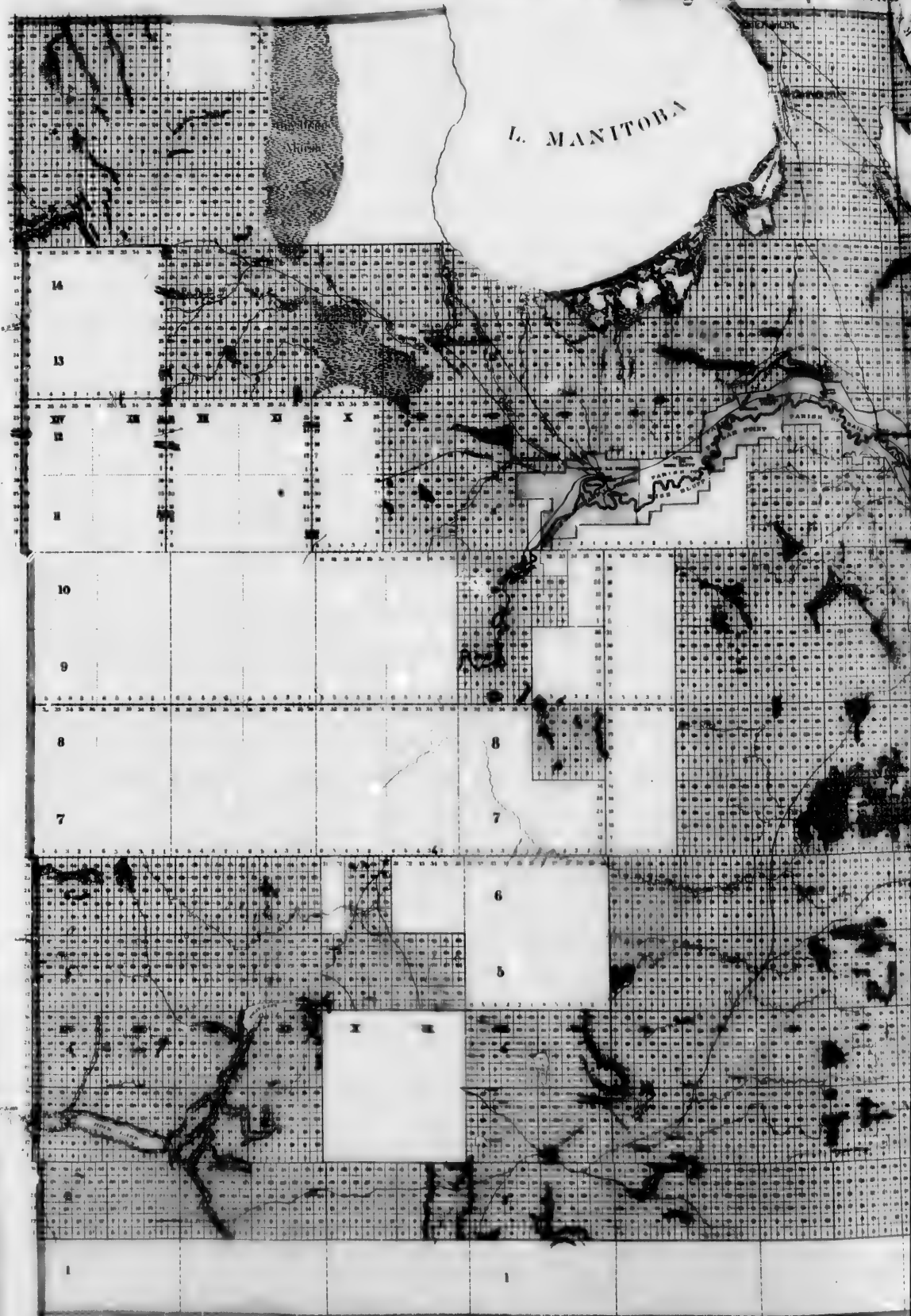


65° 00' Longitude West

63° 00'

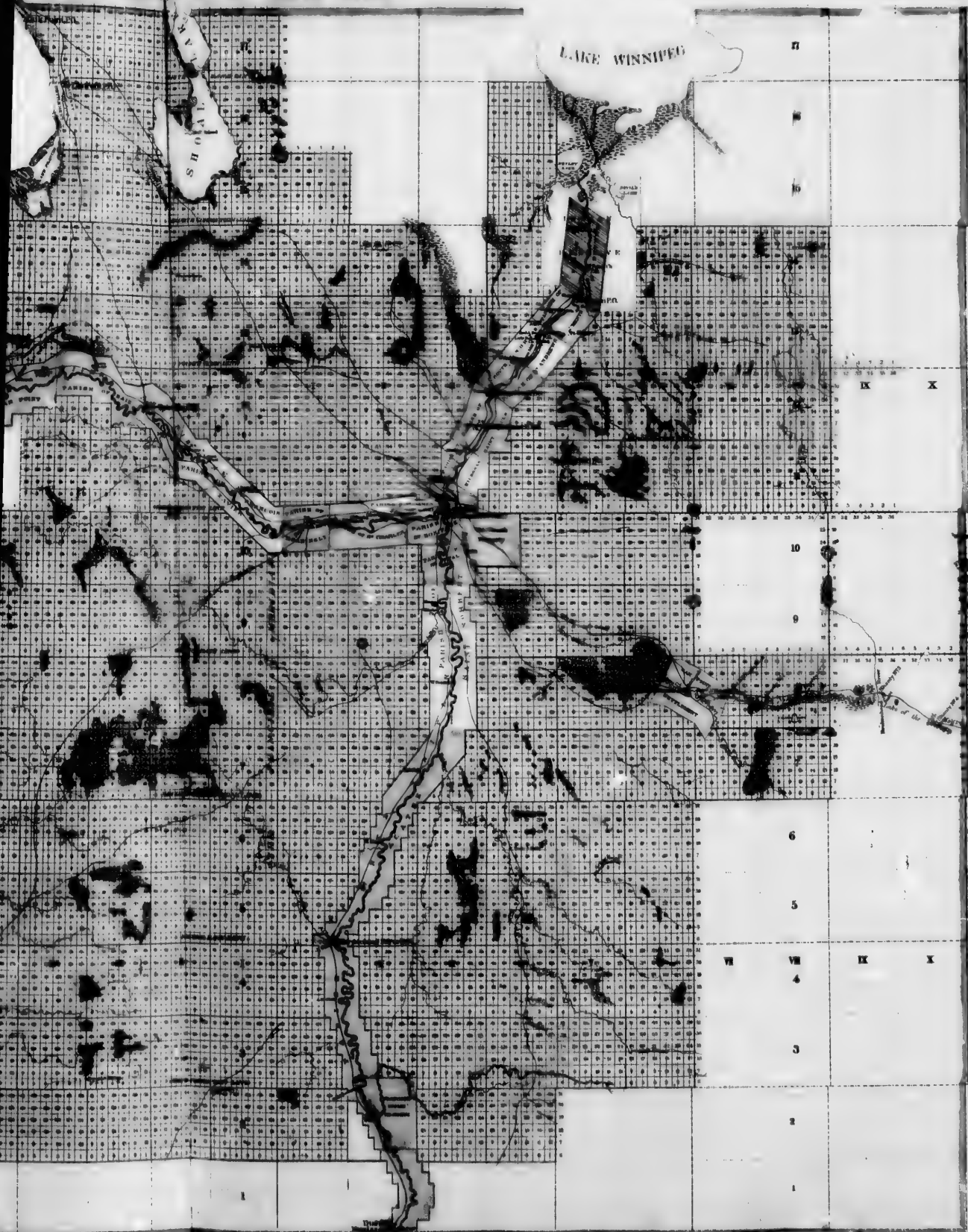
MAP OF THE PROVINCE

Shewing the Surveys effected



PROVINCE OF MANITOBA,

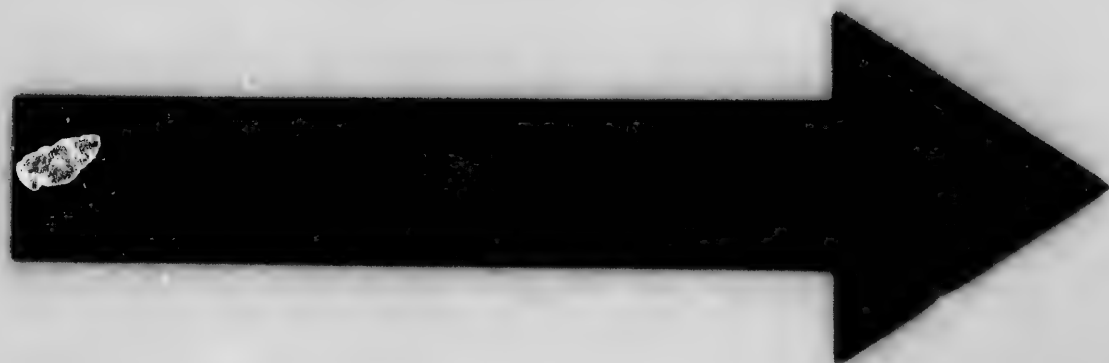
Surveys effected to 1st March 1873.



Scale 8 Miles to an Inch.

Department of the Secretary of State of Canada.
Dominion Lands Office, June 30th 1873.

G. D. Smith
Surveyor General



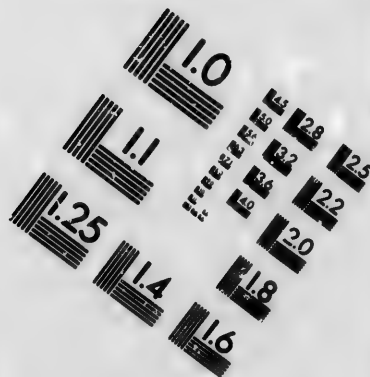
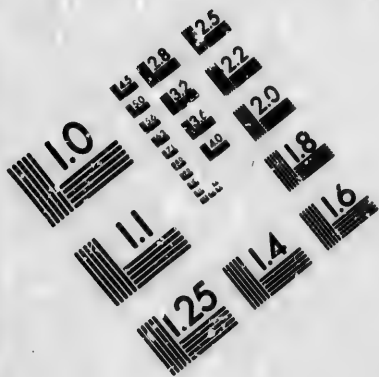
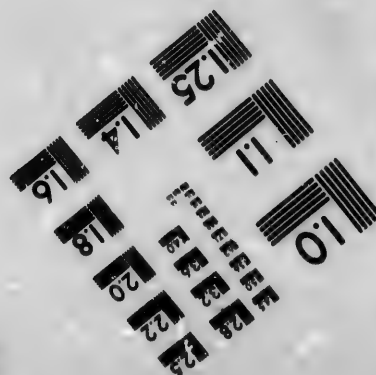
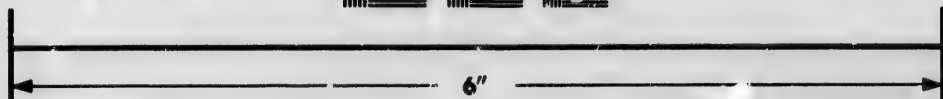
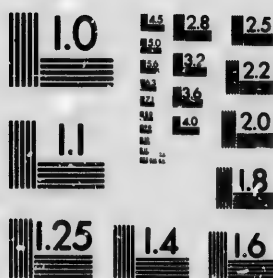


IMAGE EVALUATION TEST TARGET (MT-3)

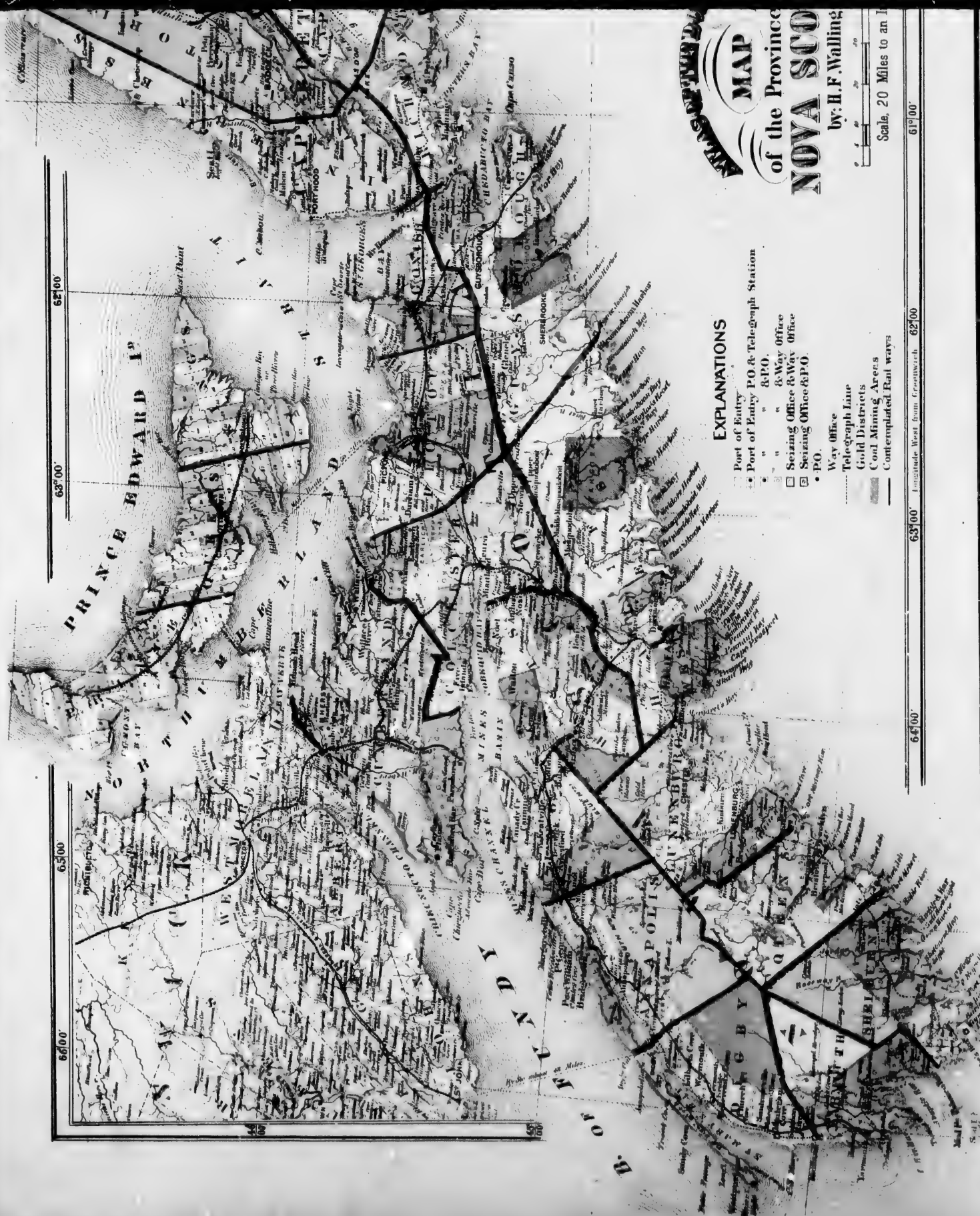


Photographic Sciences Corporation

**32 WEST MAIN STREET
WEBSTER, N.Y. 14560
(716) 872-4503**

1.5 2.8
1.2 2.5
1.0 2.2
0.8 2.0
0.6 1.8

10
0.1



MAP of the Province NOVA SCOTIA by H.F. Walling

Scale, 20 Miles to an Inch

EXPLANATIONS

- Port of Entry P.O. & Telegraph Station
- Port of Entry " " 8-P.O.
- Seizing Office & Way Office
- Seizing Office & P.O.
- P.O.
- Way Office
- Telegraph Line
- Gold Districts
- Cool Mining Areas
- Contemplated Rail ways

63°00' Longitude West from Greenwich 62°00'

64°00'

62°00'

63°00'

64°00'

65°00'

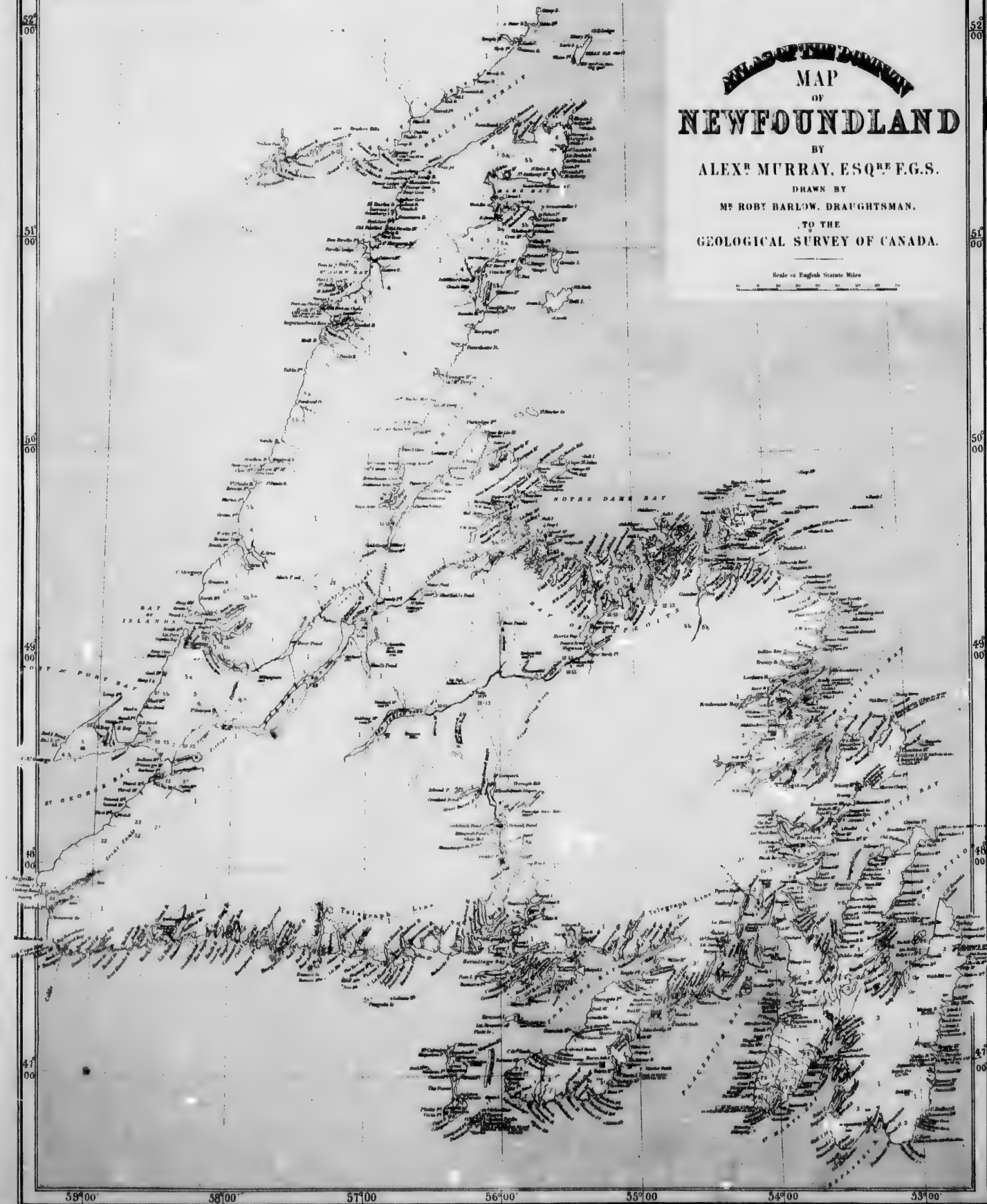
ATLAS OF THE PROVINCE **MAP** OF **NEWFOUNDLAND**

BY
ALEX^r MURRAY, ESQ^r F.G.S.

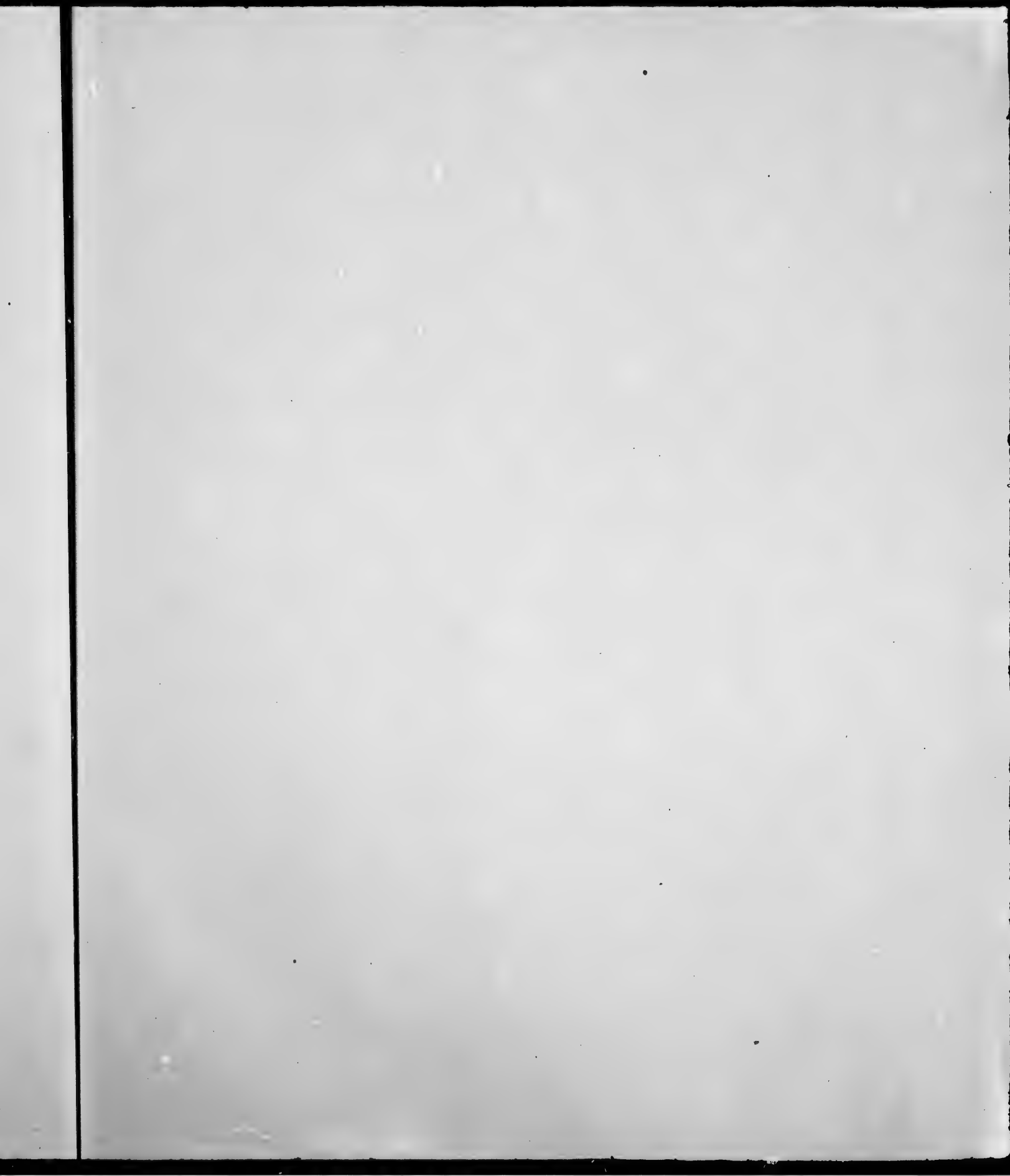
DRAWN BY
MR ROBT BARLOW, DRAUGHTSMAN,
 TO THE
GEOLOGICAL SURVEY OF CANADA.

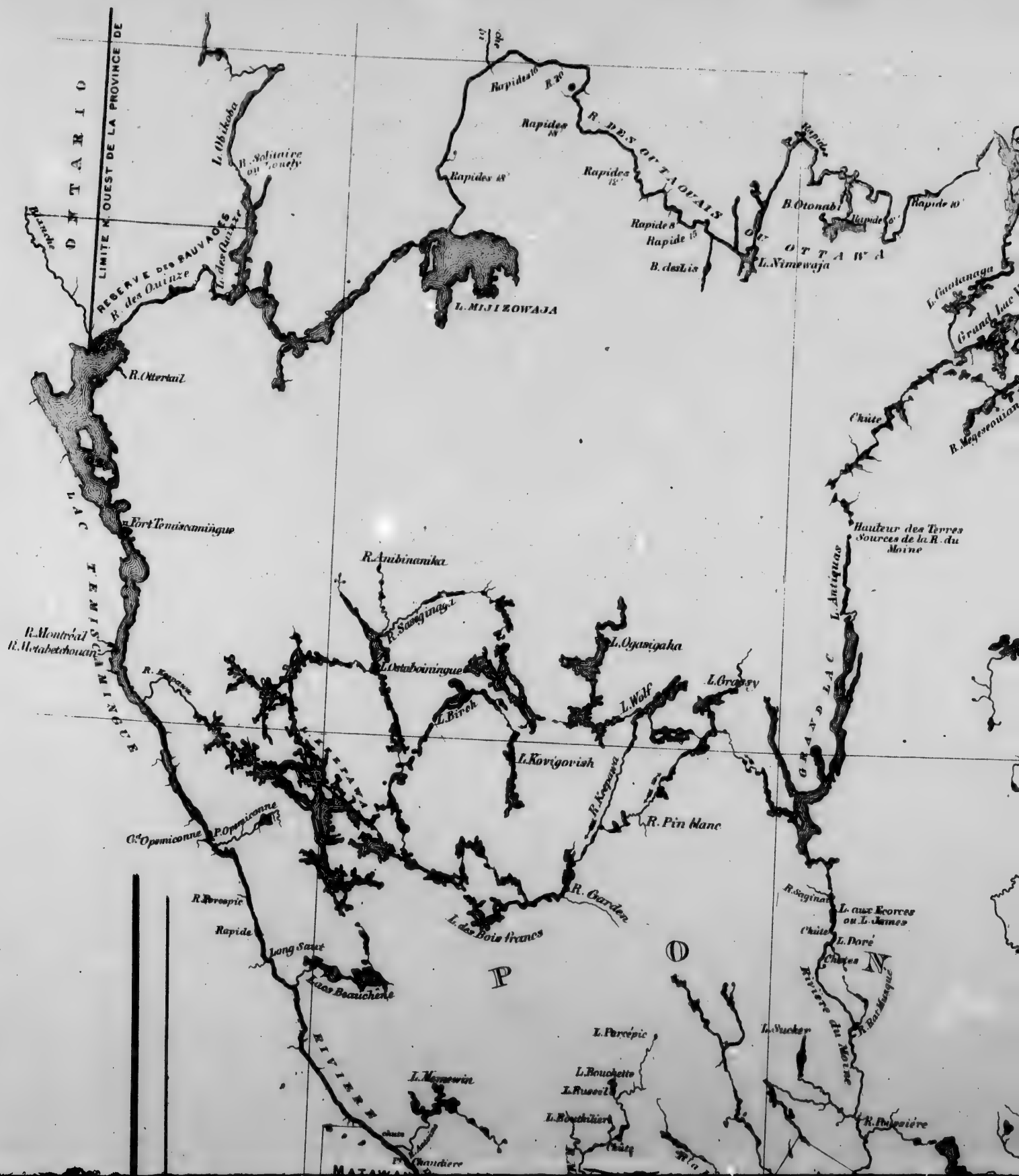
Scale of English Statute Miles

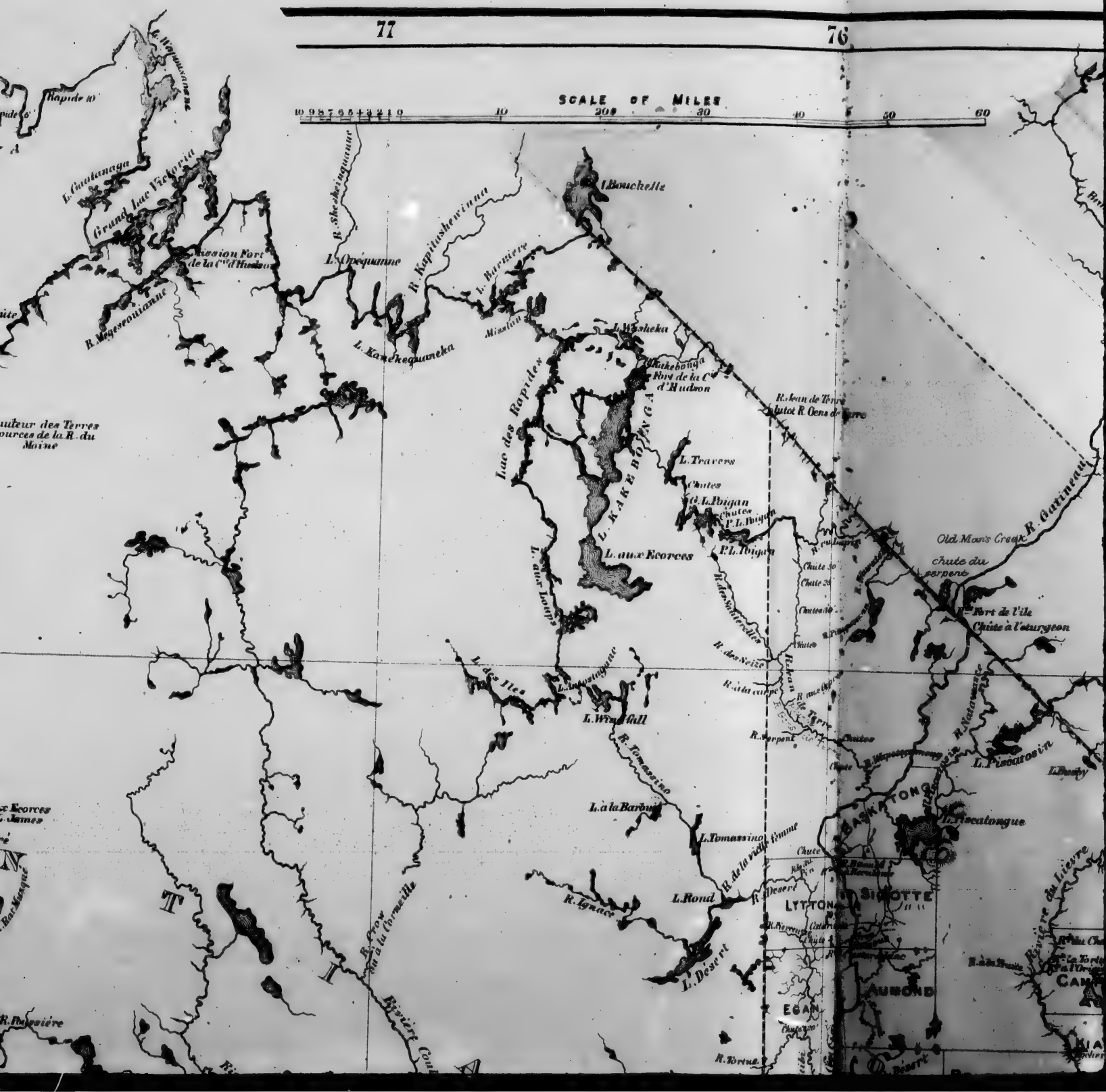
0 10 20 30 40 50 60 70 80 90 100

















By EUGÈNE TACHÉ
Assistant Commissioner Crown Land Dept
QUEBEC

1870

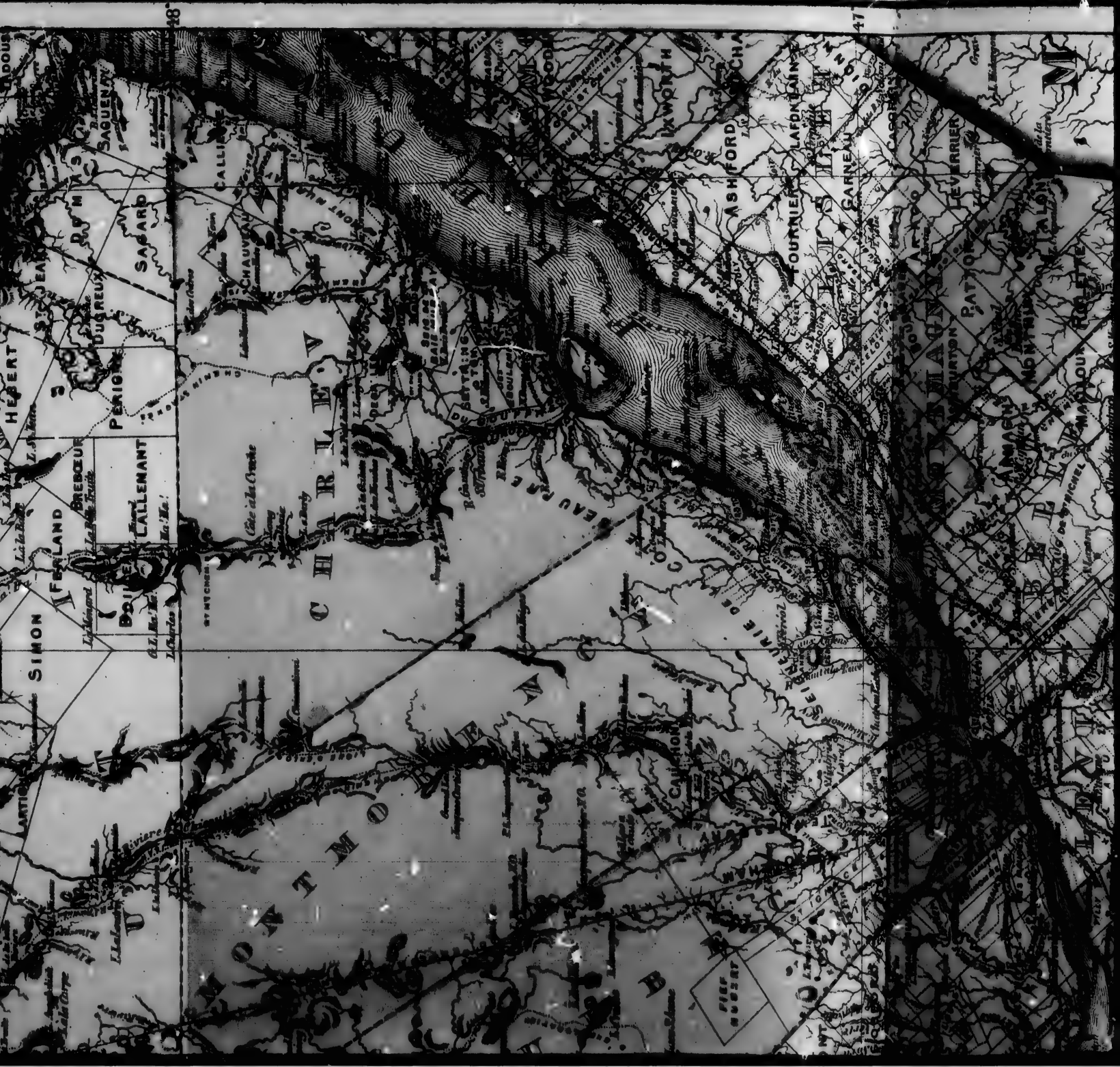
Burland, Laflamme & Co. Montreal















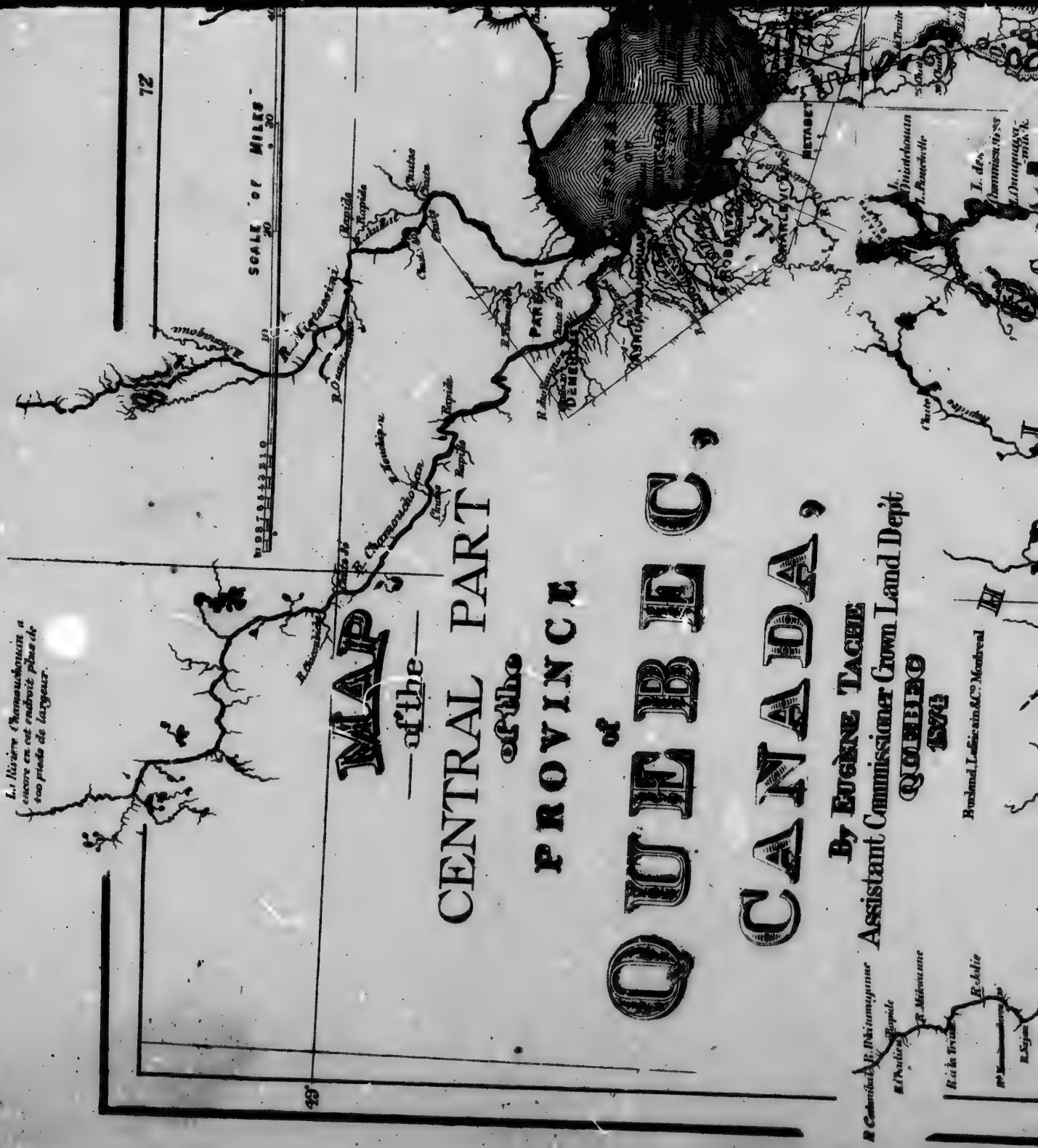
*La Rivière Chamouchouin a
encore en cet endroit plus de
400 pieds de largeur.*

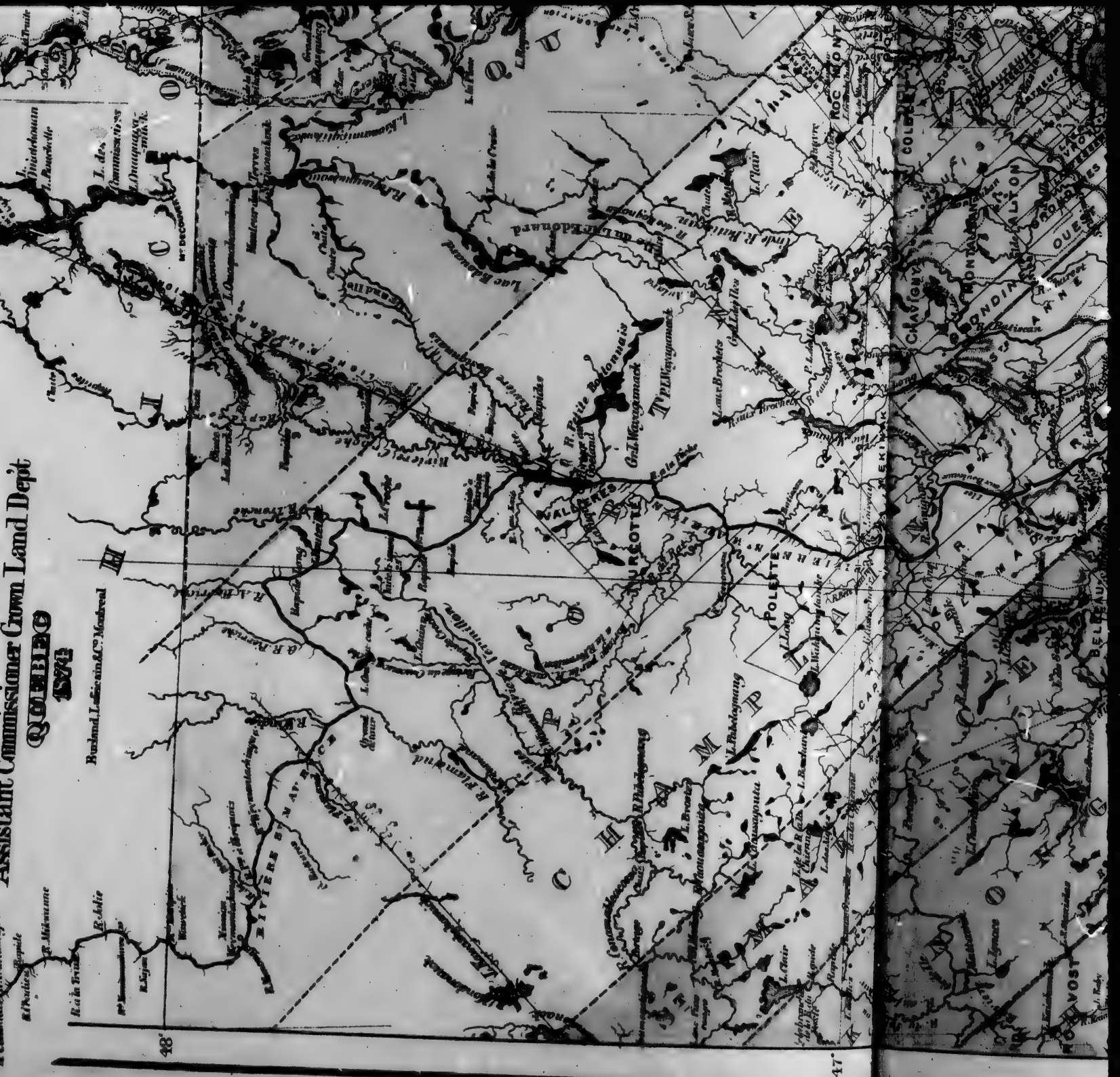
MAP
—of the—
CENTRAL PART
of the
PROVINCE
of
QUEBEC
CANADA,

By EUGÈNE TACHÉ
Assistant Commissioner Crown Land Dept
QUEBEC
1874

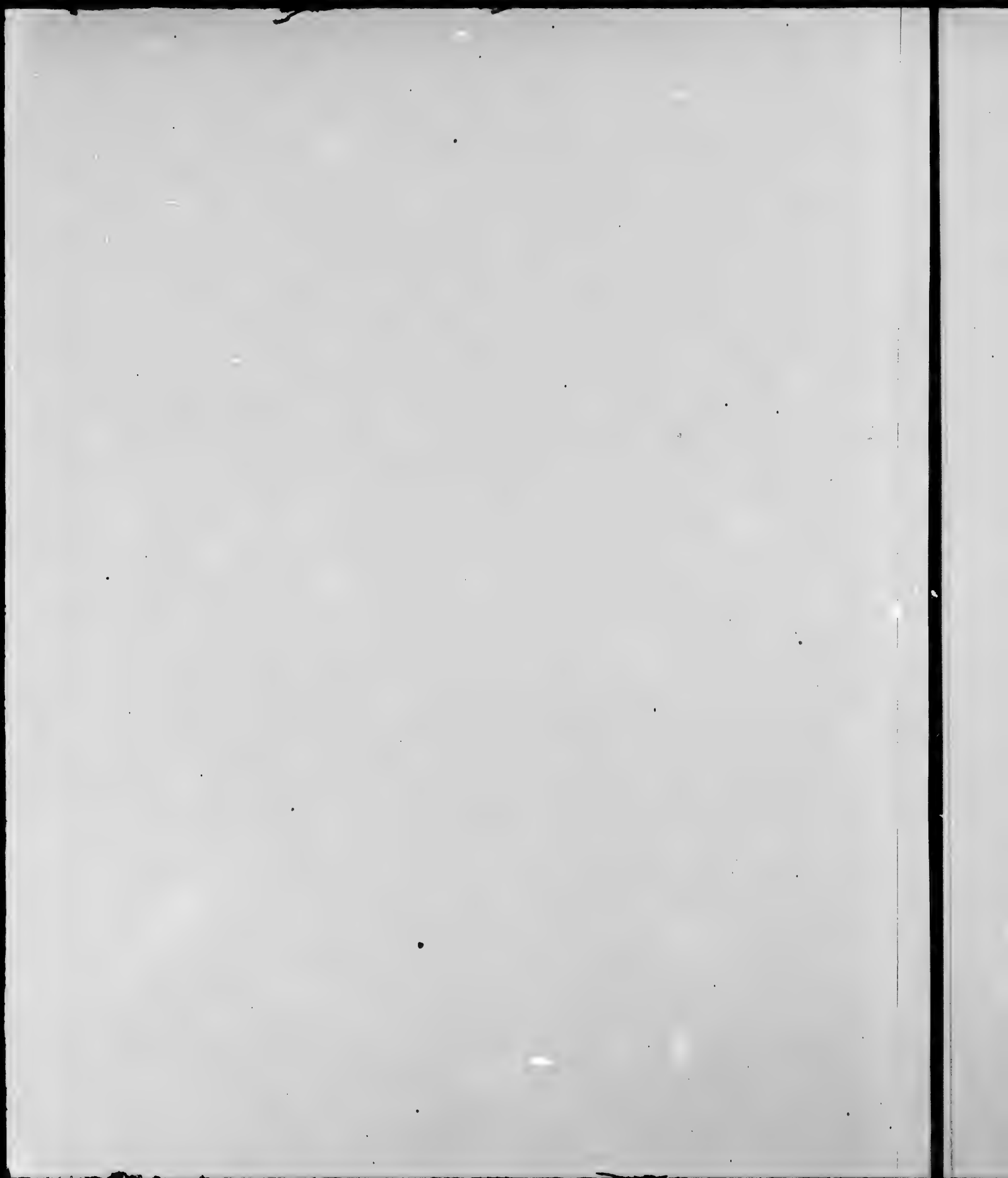
[illegible]

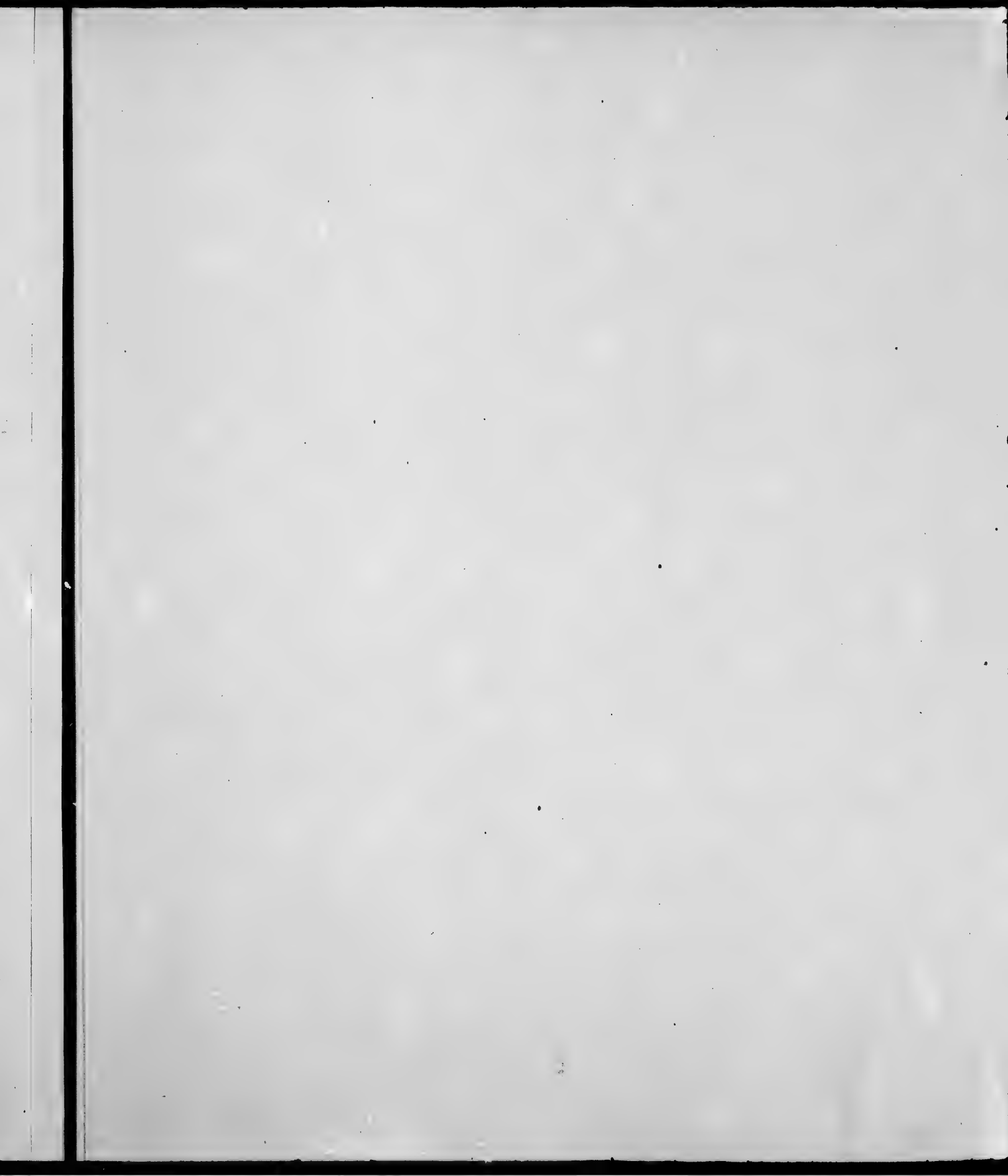
Rusland, Lefebvre & Co. Montreal.











71

MAP
 of the
EASTERN PART
 of the
PROVINCE
 of
QUEBEC,
CANADA,

By **EUGÈNE TACHÉ**
 Assistant Commissioner Crown Land Dept
QUEBEC
1874

Burand, Lafrechain & Co Montreal

SCALE OF MILES

10 20 30 40 50

10

20

30

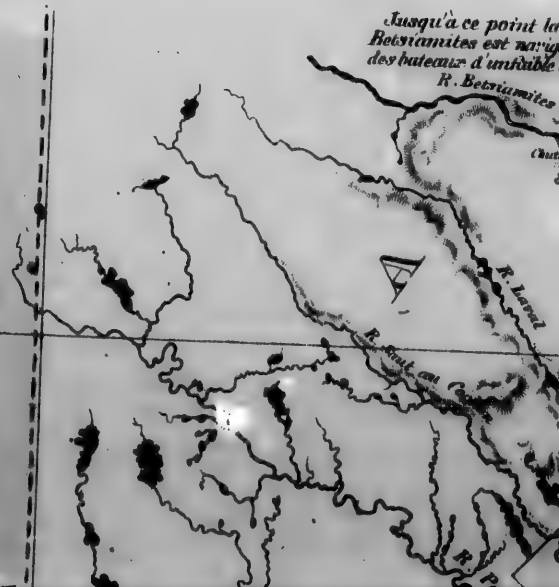
40

50

60

50°

48°



Fluents de la mer se font sentir
 au pied de la montagne

C.

pt



Jusqu'à ce point la rivière
Betsiamites est navigable pour
des bateaux d'un faible tirant d'eau.



67°

E

MOISIC
OU
MOISY

Chute

1700'

1323'

1280'

R. des Rapides

Bouffon

Arnaud

Baie Ronde

R. Kachouan shipu

R. Chedung

R. Boun

LENEUF

R. Amakou

R. Boudic

R. Boudic

G

O

L

F

E

S

L

DUCHENAY

MONTLOUIS

TASCHEREAU

CHRIE

TOUR

CAPCHAT

ROMEO

DALBAIRE

CHERBOURG

RO

NTAABEN

R. La Madeleine

LA TERRASSE OUEST

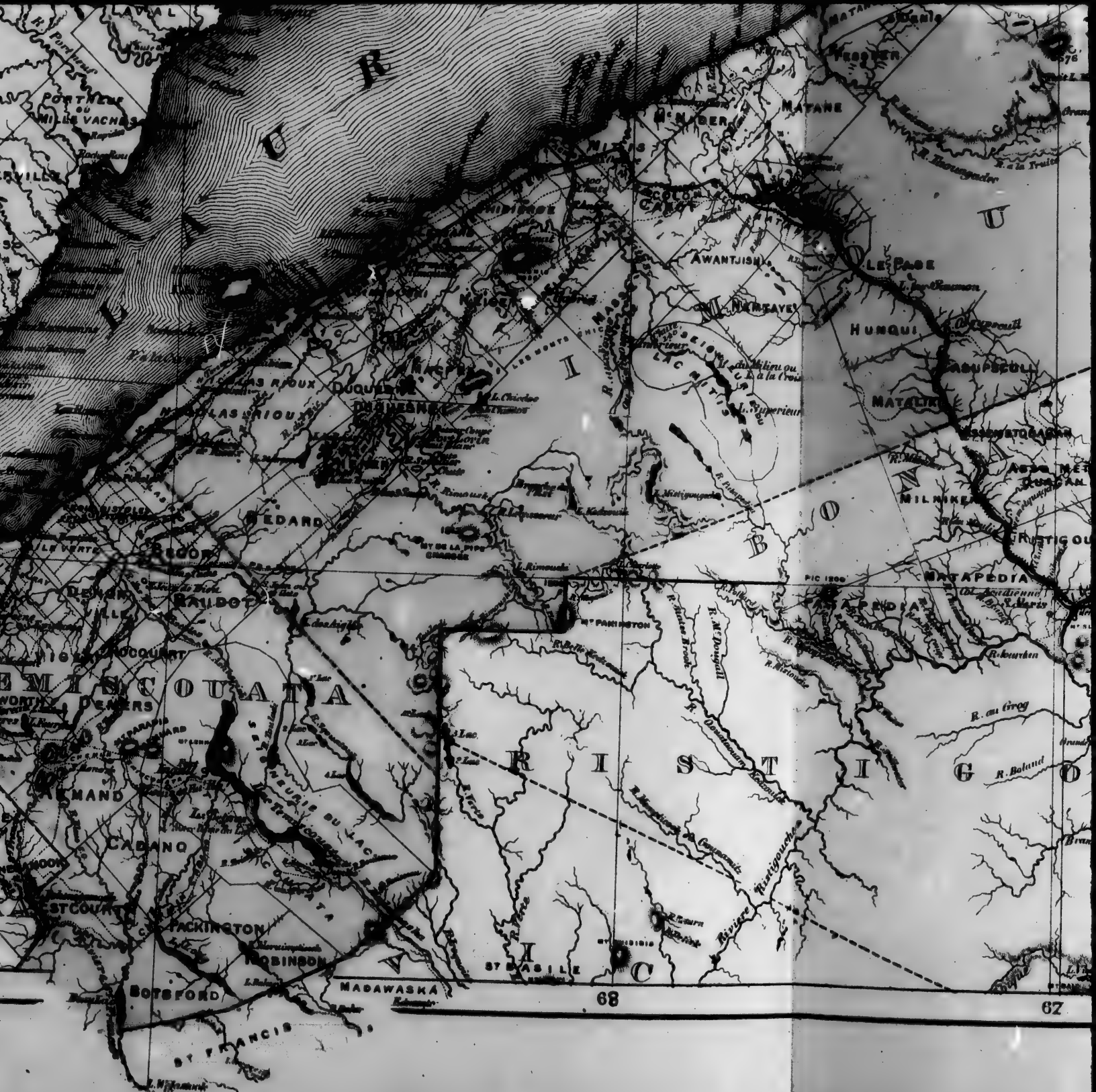
L. Hurel

A

S

Influence de la marée se fait sentir
qu'au pied de ce rapide.



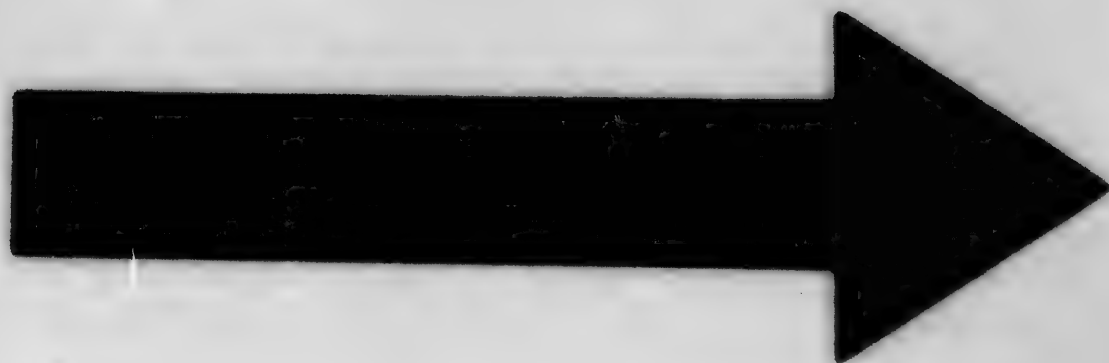




67

68





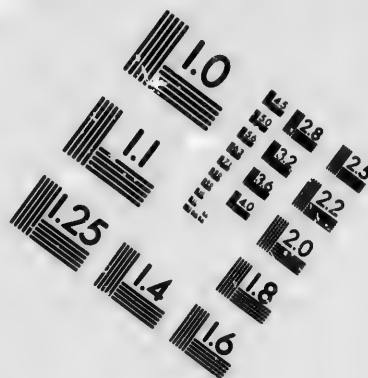
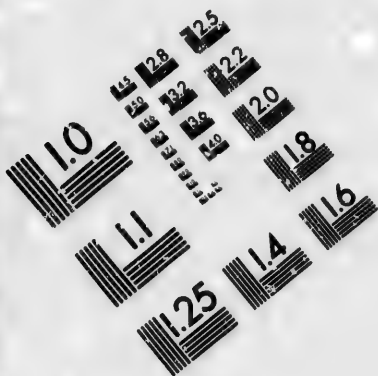
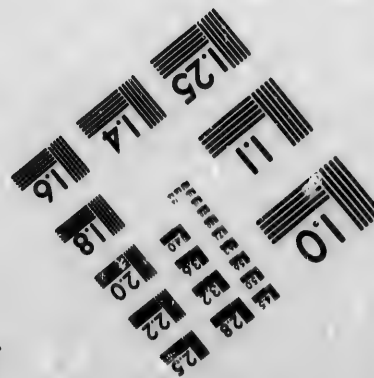
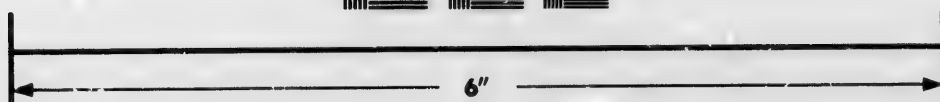
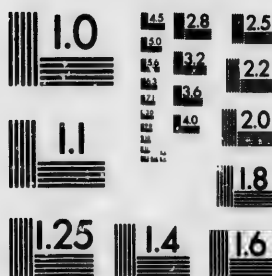


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4803

128
125
122
120
118

110

83°

82°

R. 15. W. R. 14. W. R. 13. W.
T. IV. N.

T. III. N.

T. II. N.

T. I. N.

T. II. S.

T. III. S.

T. IV. S.

T. V. S.

T. VI. S.

T. VII. S.

T. VIII. S.

T. IX. S.

T. X. S.

Green L.

R. 12. W. R. 11. W. R. 10. W. R. 9. W. R. 8. W. R. 7. W. R. 6. W. R. 5. W. R. 4. W. R. 3. W. R. 2. W. R. 1. W.

T. III. N.

T. II. N.

T. I. N.

T. II. S.

T. III. S.

T. IV. S.

T. V. S.

T. VI. S.

T. VII. S.

T. VIII. S.

T. IX. S.

T. X. S.

T. XI. S.

T. XII. S.

T. XIII. S.

Principal Meridian

Line

Sable

River

Spanish

River

Indian

Garden

Verde

Verde

Verde

Verde

Verde

Verde

Verde

SHAKESPEARE

BALDWIN

MERIT

HALLAM

CLOCHE

HOWLAND

BI ELL

SHEQUANDAN

BI ELL

SHEQUANDAN

BI ELL

TENISON

MAY

VICTORIA

ALBERT

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

LEWIS

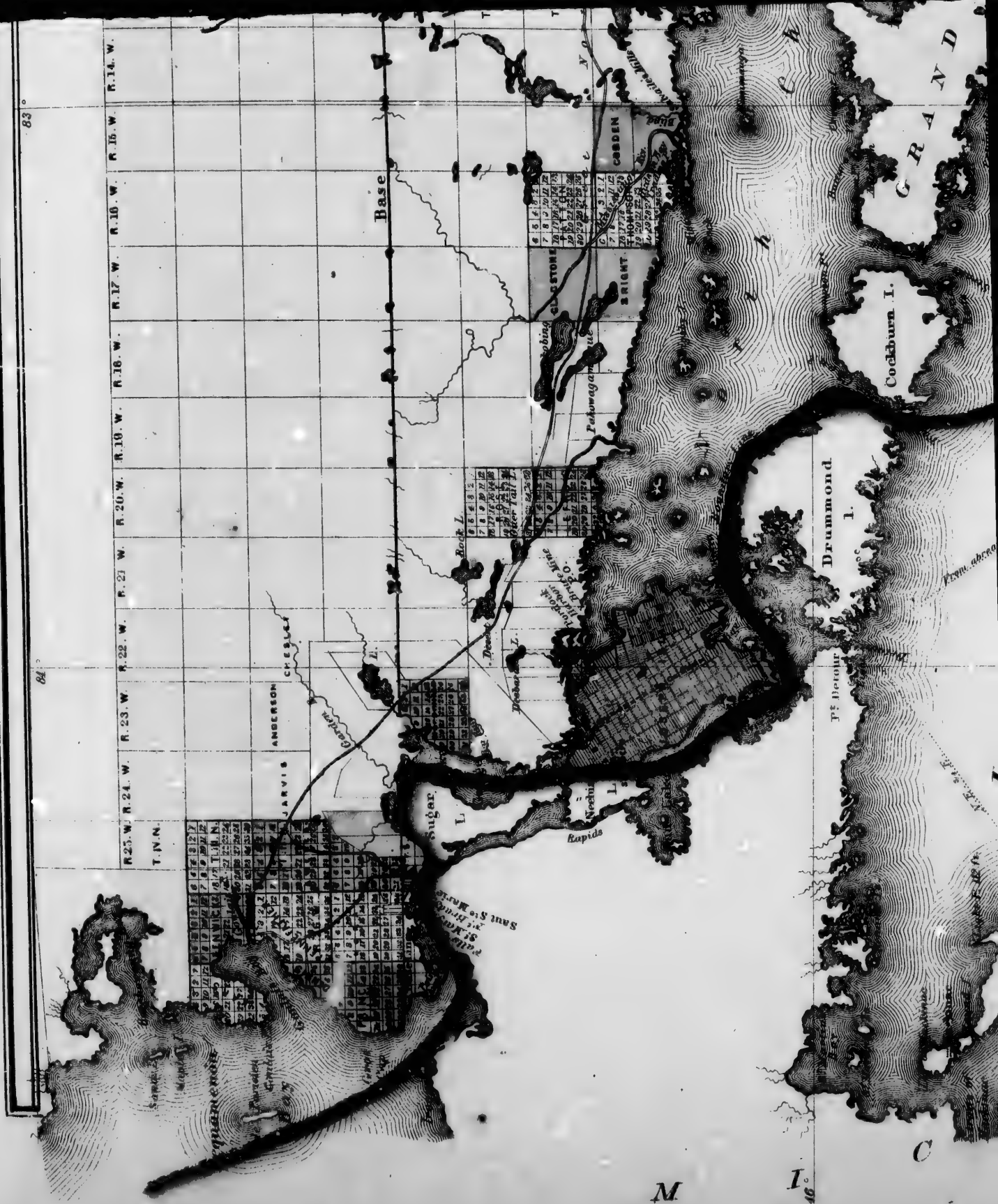
LEWIS

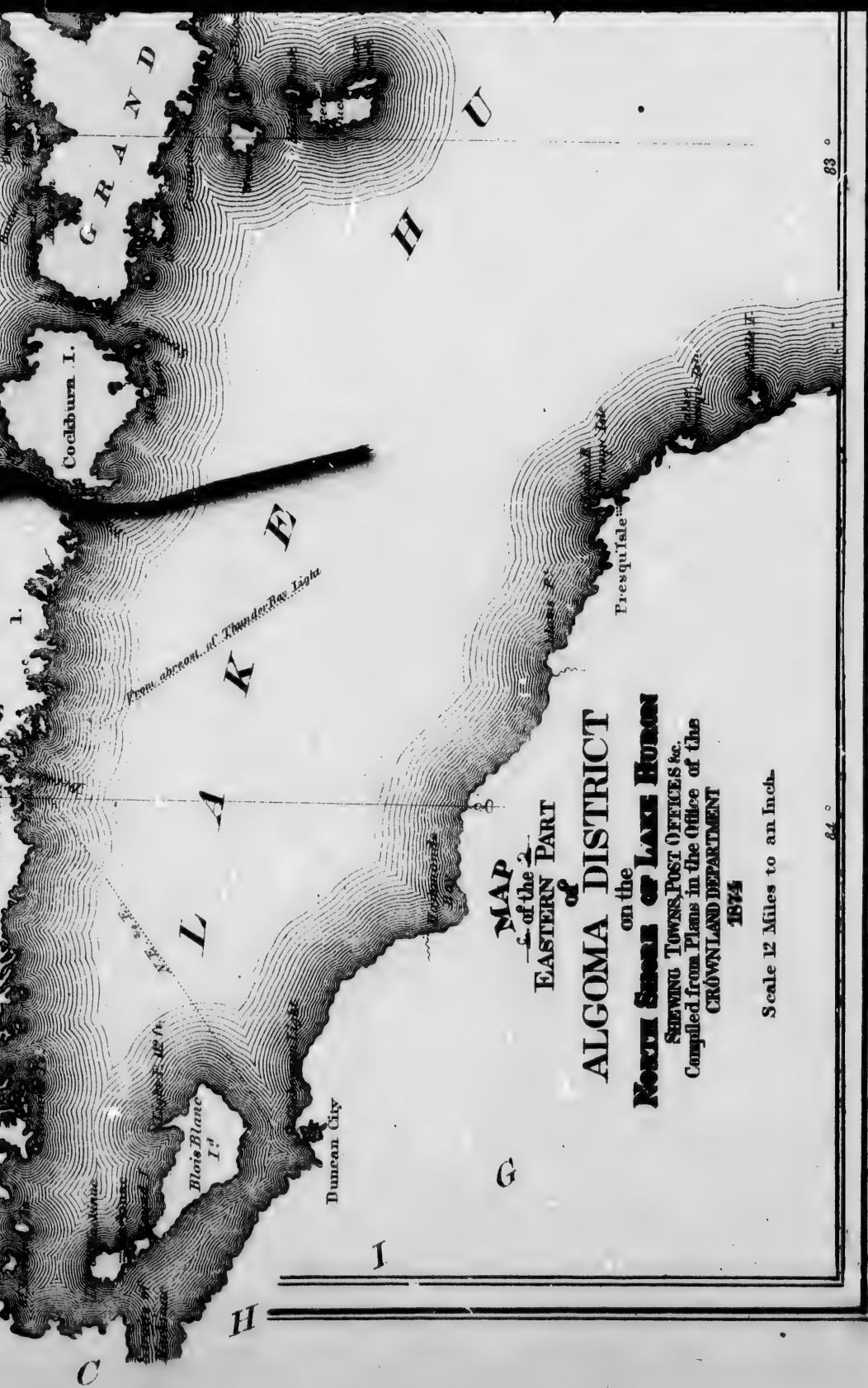


82

Longitude West from Greenwich

83





MAP
of the 2.
EASTERN PART
of

ALGOMA DISTRICT

on the

NORTH SHORE OF LAKE HURON

SHOWING TOWNS, POST OFFICES &c.

Compiled from Plans in the Office of the

CROWN LAND DEPARTMENT

1874

Scale 12 Miles to an Inch.

84 °

83 °

88

St. Joseph I.

128

Cockburn I.

Barrie I.

G R E A T
I T O U L I N

Great Duck

Cape Horn

N

L

A

K

E

H

U

R

O

C

L I N C H B A Y







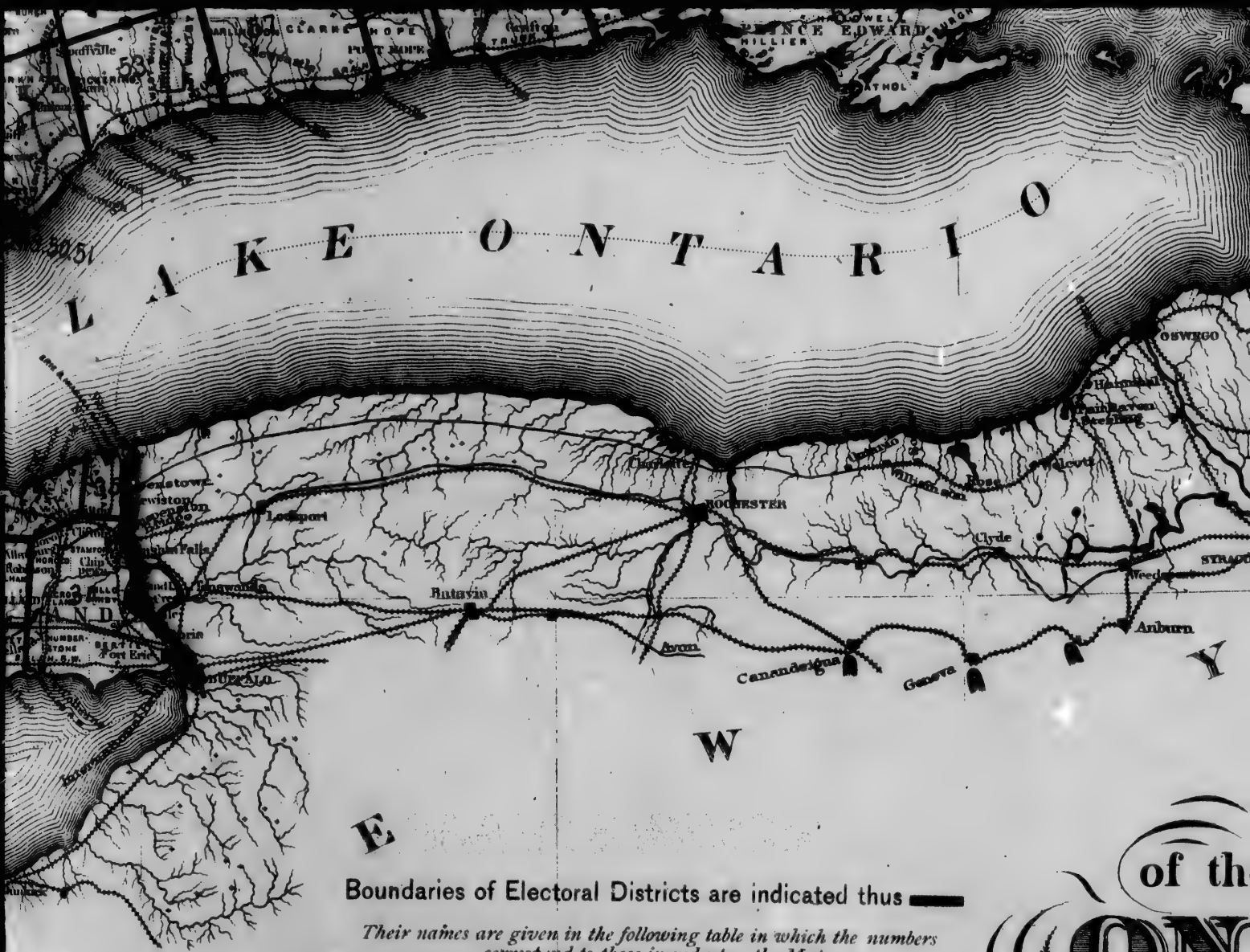




Free Land Grants
colored green, thus

PENNSYLVANIA

80° 79° Lon



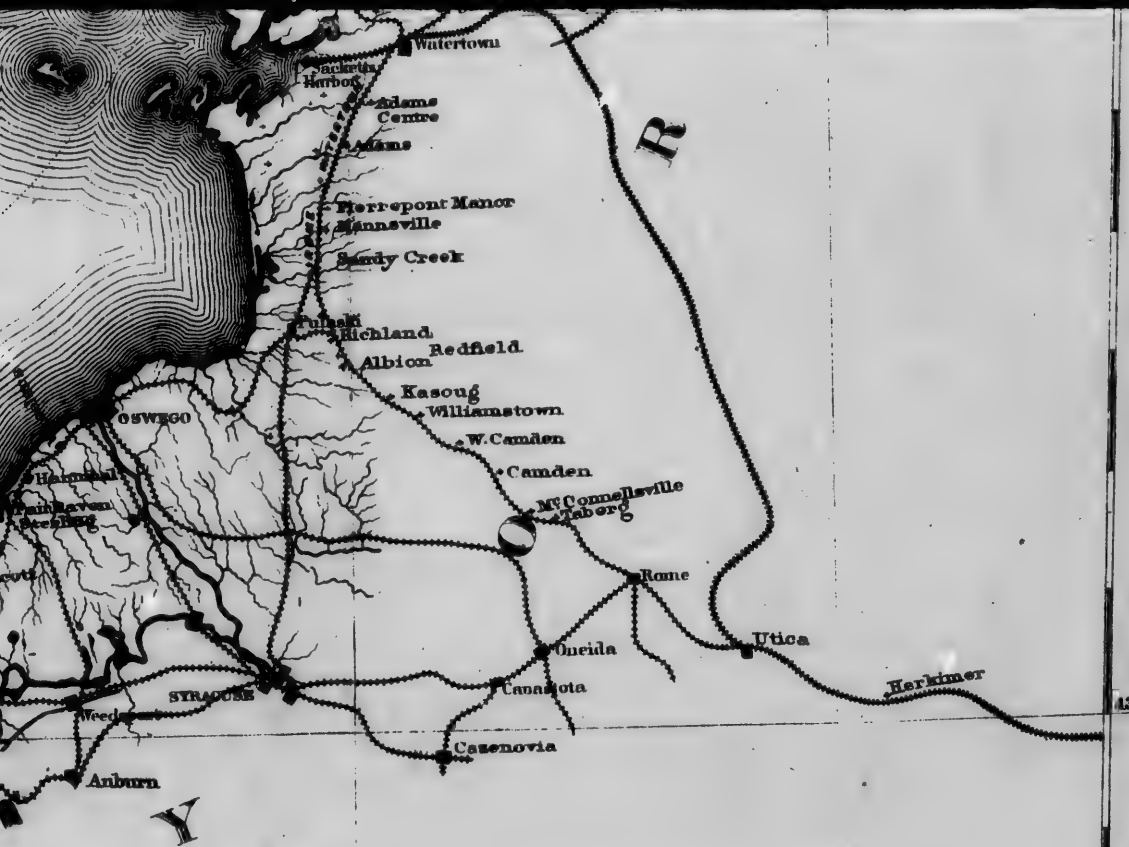
Boundaries of Electoral Districts are indicated thus —

Their names are given in the following table in which the numbers correspond to those in red upon the Map.

1. Essex.	31. Norfolk, South.	60. Northumberland, East.
2. Kent.	32. Haldimand.	61. Northumberland, West.
3. Bothwell.	33. Monck.	62. Hastings, North.
4. Lambton.	34. Welland.	63. Hastings, East.
5. Middlesex, North.	35. Niagara.	64. Hastings, West.
6. Middlesex, West.	36. Lincoln.	65. Prince Edward.
7. Middlesex, East.	37. Wentworth, North.	66. Lenox.
8. London.	38. Wentworth, South.	67. Addington.
9. Elgin, West.	39. Hamilton.	68. Kingston.
10. Elgin, East.	40. Halton.	69. Frontenac.
11. Oxford, North.	41. Peel.	70. Leeds, South.
12. Oxford, South.	42. Cardwell.	71. Leeds and Grenville, North.
13. Perth, North.	43. Simcoe, North.	72. Grenville, South.
14. Perth, South.	44. Simcoe, South.	73. Brockville.
15. Huron, North.	45. York, North.	74. Dundas.
16. Huron, Centre.	46. York, East.	75. Stormont.
17. Huron, South.	47. York, West.	76. Cornwall.
18. Bruce, North.	48. Toronto, East.	77. Glengary.
19. Bruce, South.	49. Toronto, Centre.	78. Prescott.
20. Grey, North.	50. Toronto, West.	79. Russell.
21. Grey, South.	51. Ontario, North.	80. Ottawa.
22. Grey, East.	52. Ontario, South.	81. Ottawa.
23. Wellington, North.	53. Victoria, North.	82. Carleton.
24. Wellington, Centre.	54. Victoria, South.	83. Lanark, North.
25. Wellington, South.	55. Durham, East.	84. Lanark, South.
26. Waterloo, North.	56. Durham, West.	85. Renfrew, North.
27. Waterloo, South.	57. Peterborough, East.	86. Renfrew, South.
28. Brant, North.	58. Peterborough, West.	87. Muskoka District.
29. Brant, South.		88. Algoma District.
30. Norfolk, North.		

Free Land Grants are colored green, thus

of the
ON
SHEWING
DISTRICTS,
by
Scale



MAP
of the Province of
ONTARIO

**SHEWING COUNTIES, ELECTORAL
DISTRICTS, TOWNSHIPS, RAILWAYS, ETC.**

by: H.F. Walling.



Scale, 20 Miles to an Inch.

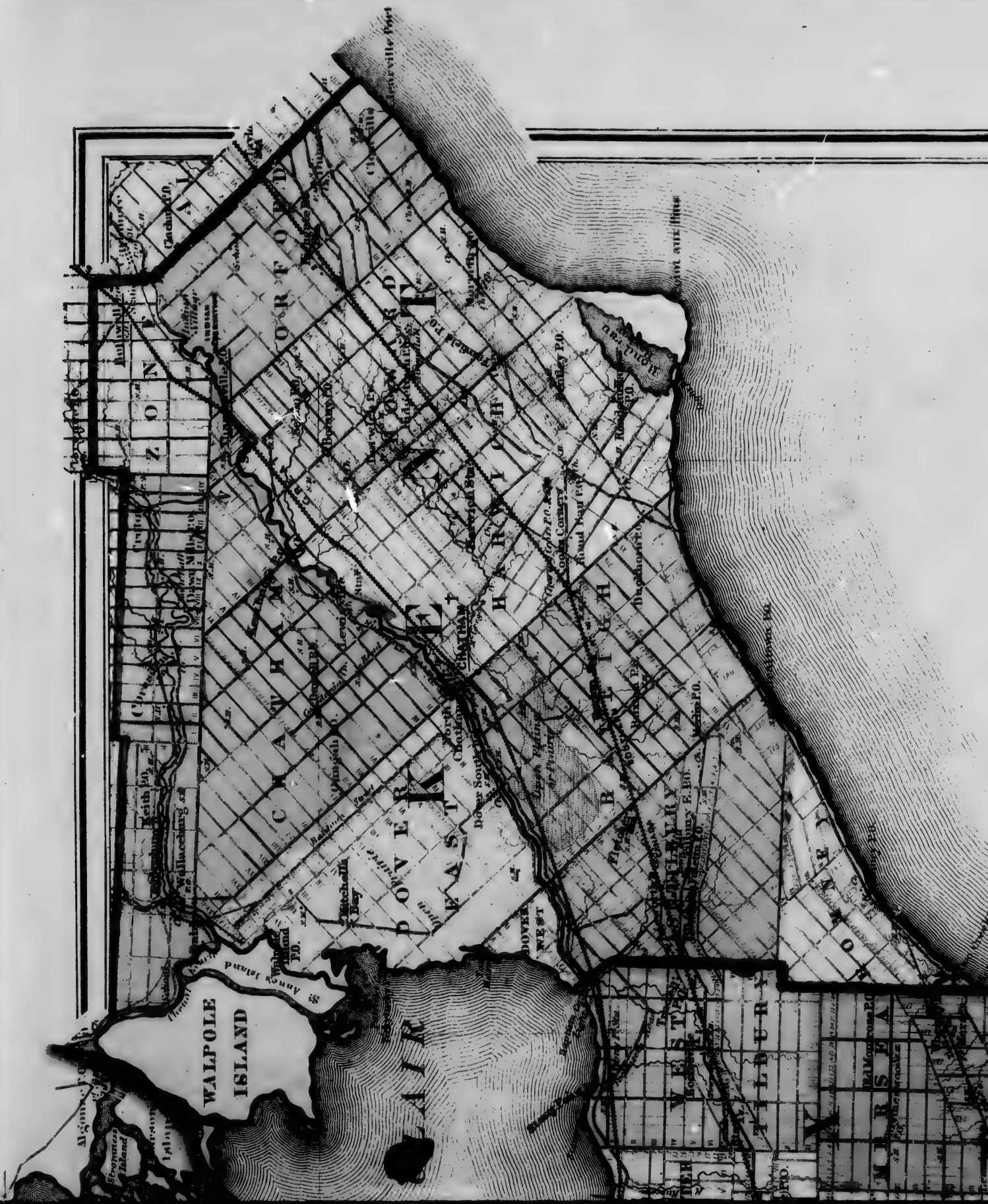
76°

75°

43

42





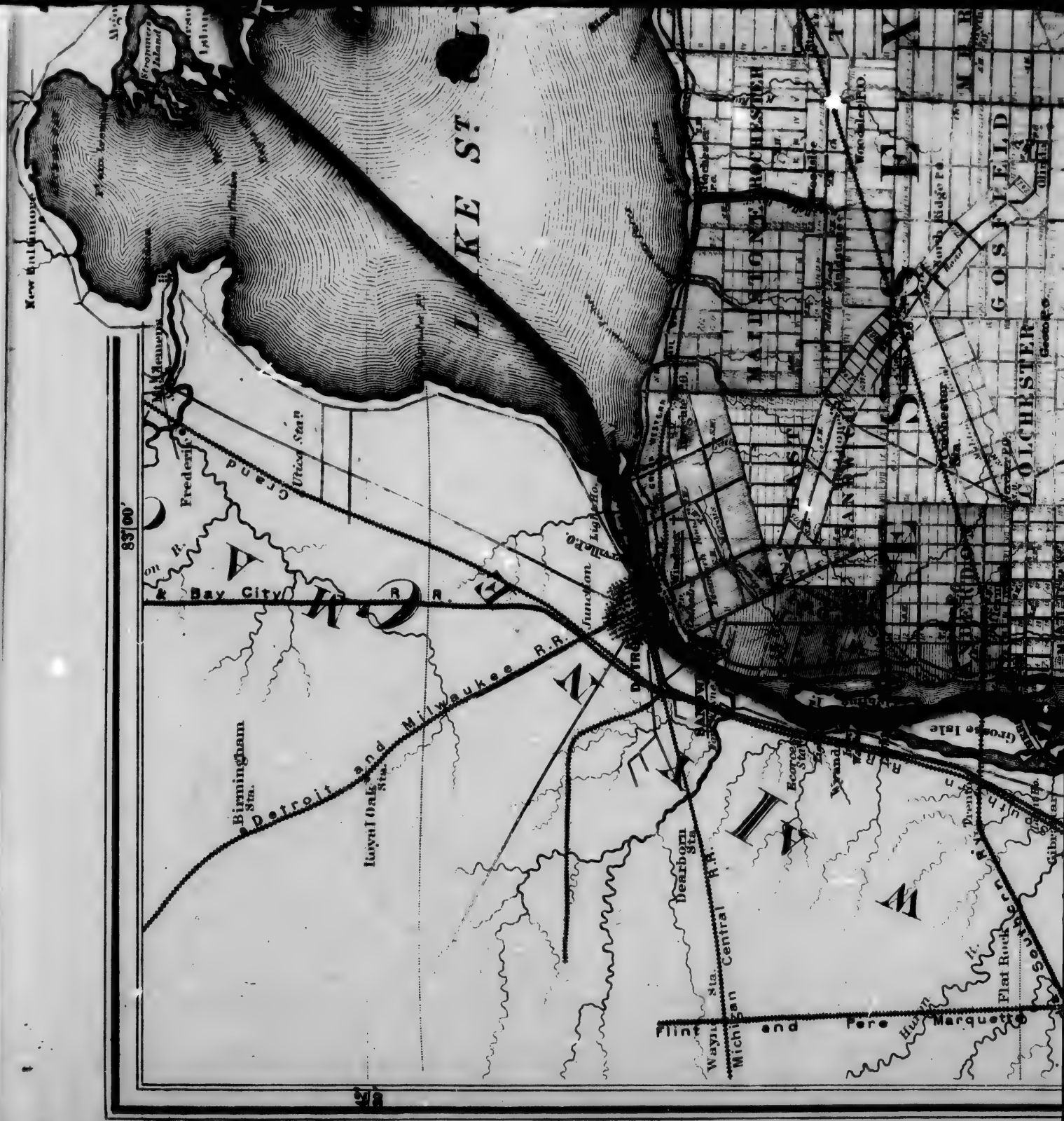


KENT and ESSEX PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

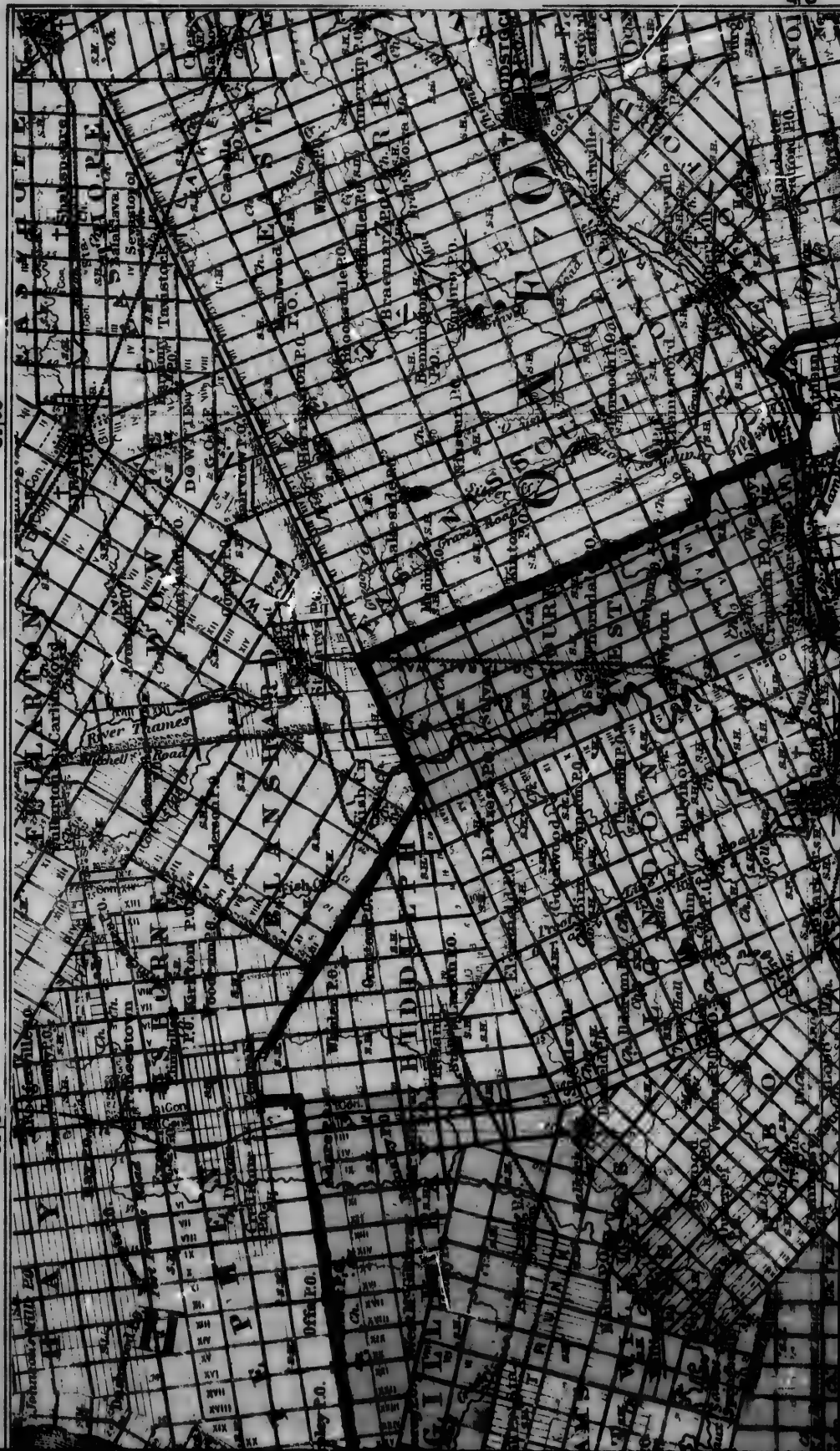
Longitude West from Greenwich 82°00'

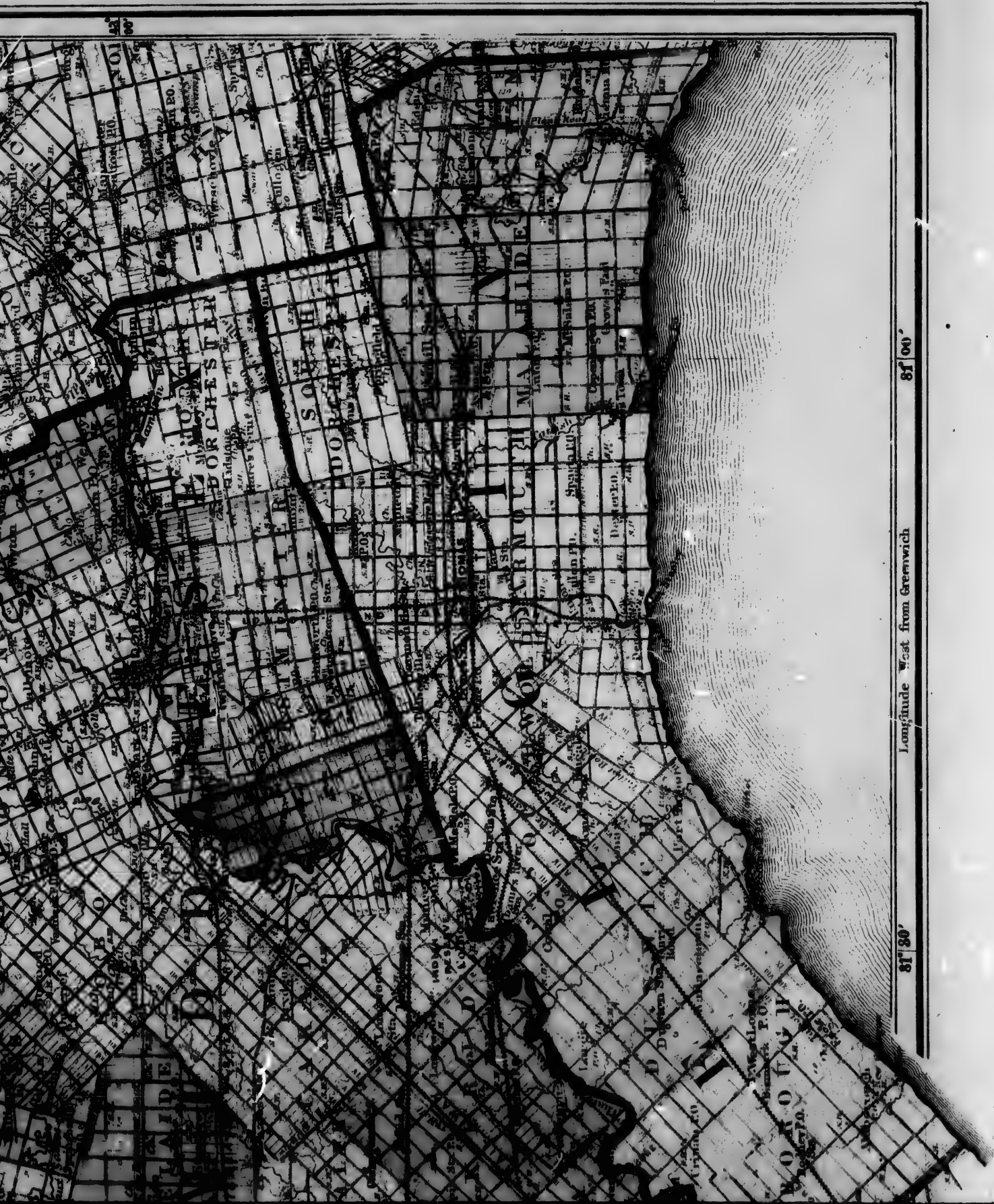








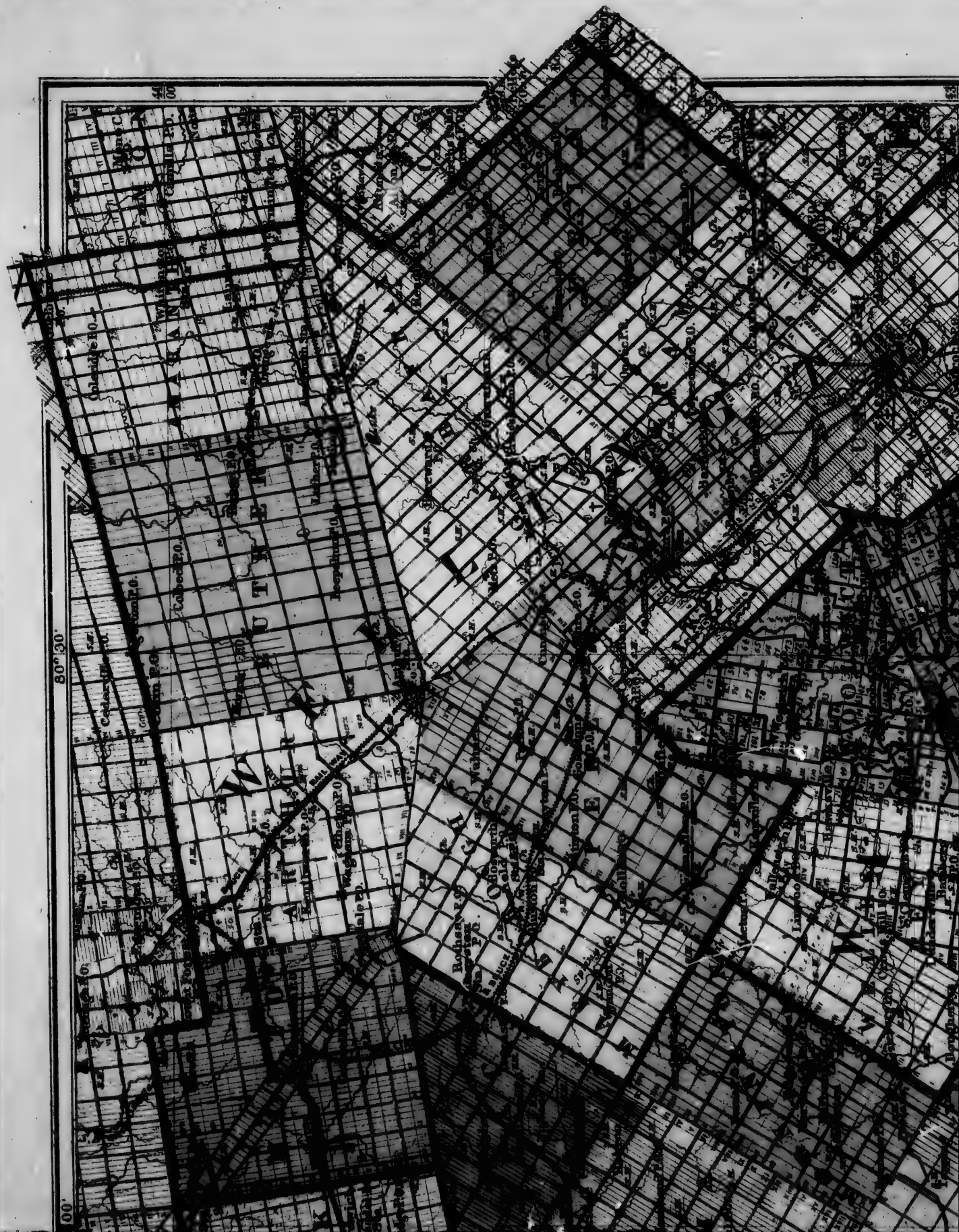




81° 30'

Longitude West from Greenwich

81° 00'





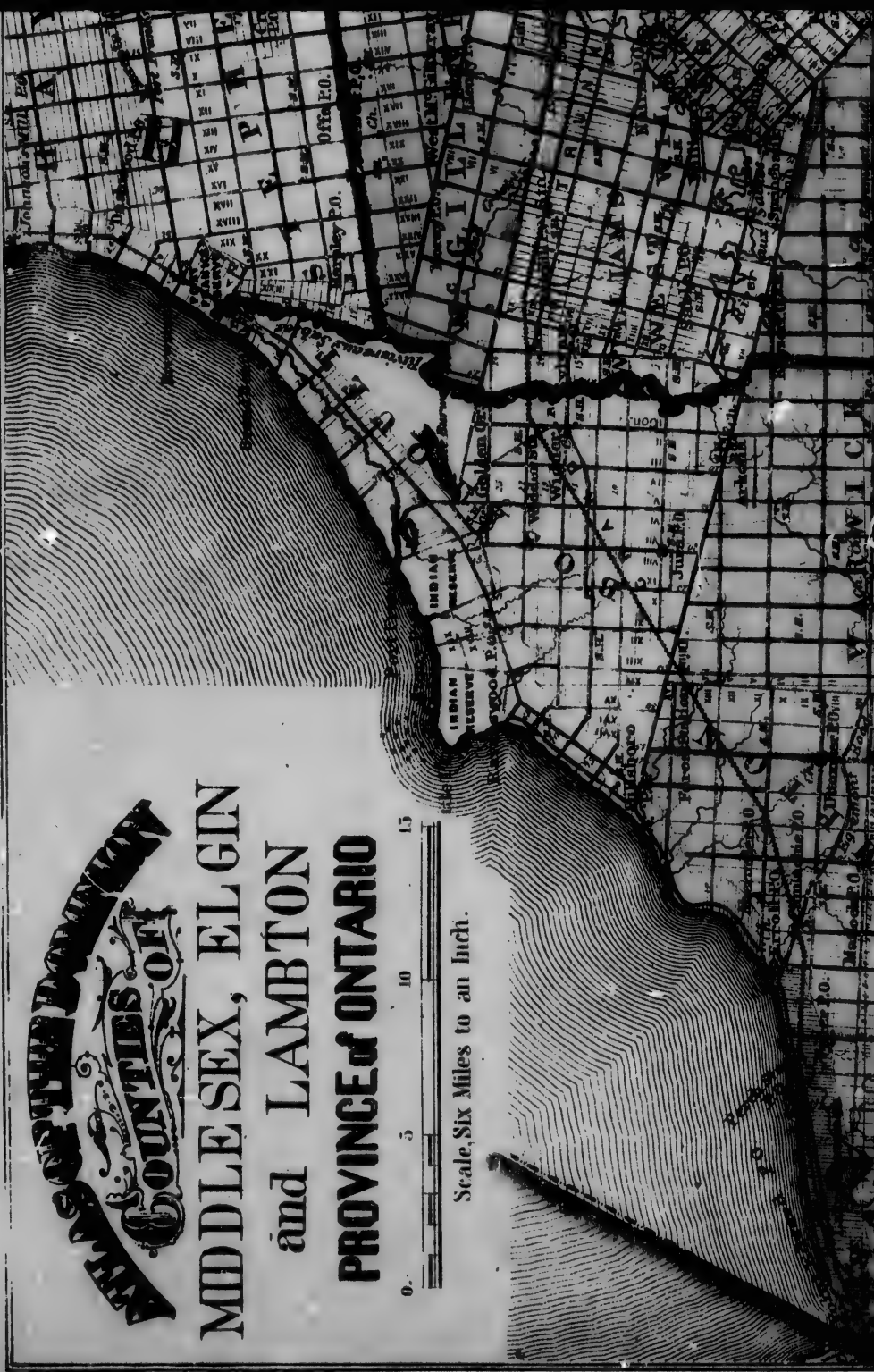
ATLAS OF THE DOMINION OF
COUNTIES OF

MIDDLESEX, ELGIN
and LAMBTON
PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.

82° 00'





ADAIR COUNTY, OKLAHOMA TERRITORY

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

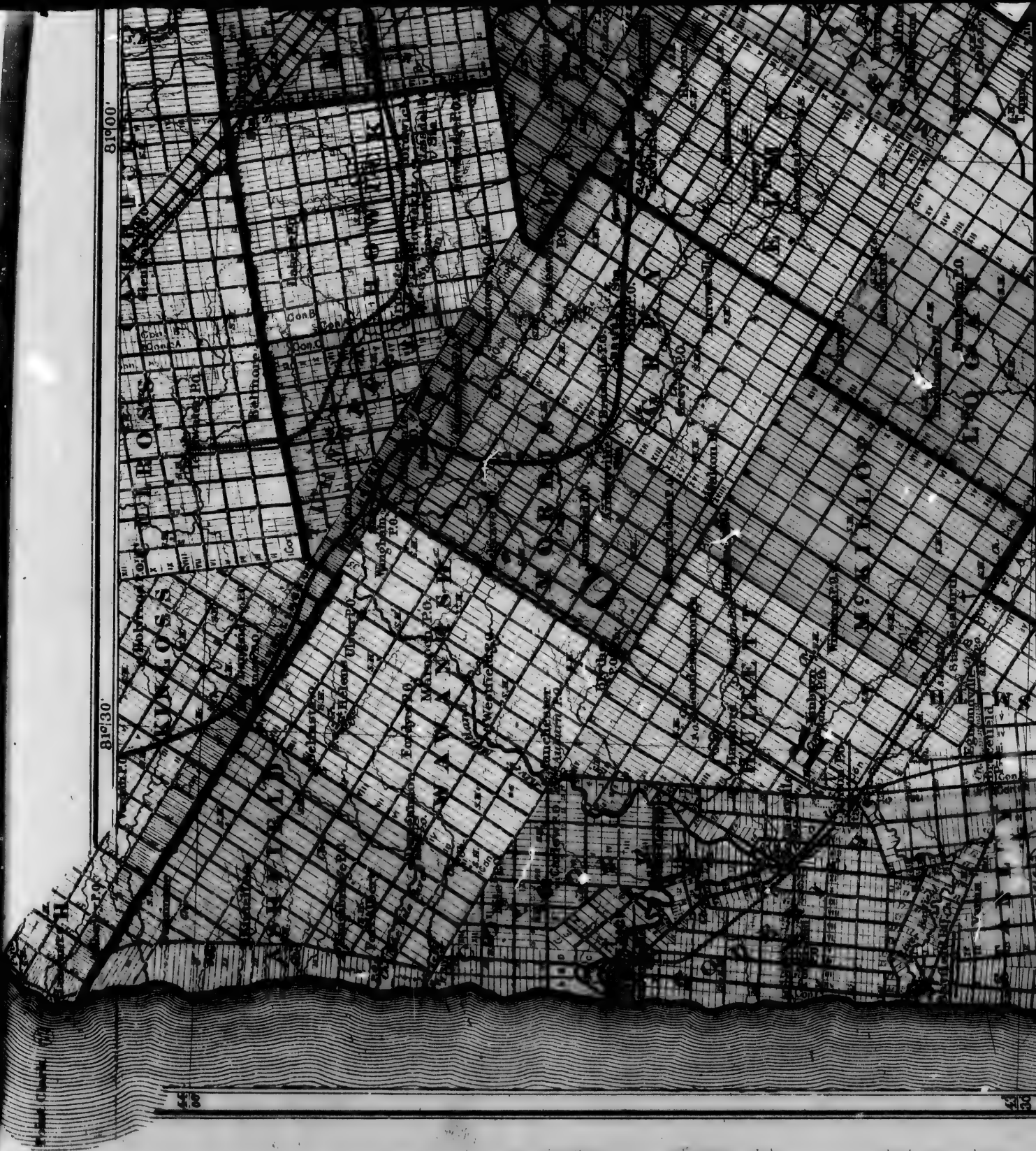
Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

Adair County, Oklahoma Territory

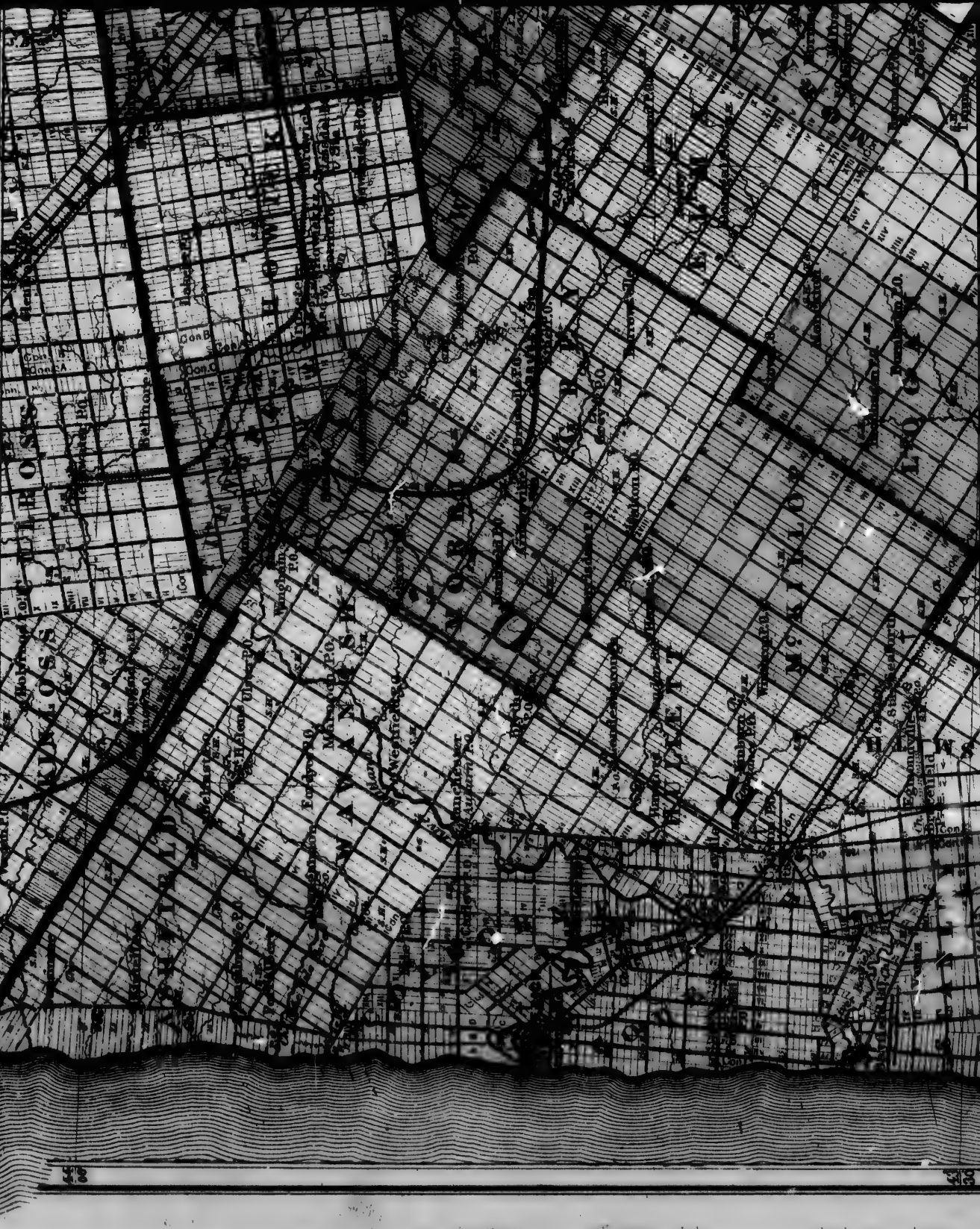
Adair County, Oklahoma Territory

Adair County, Oklahoma Territory



81°30'

81°00'





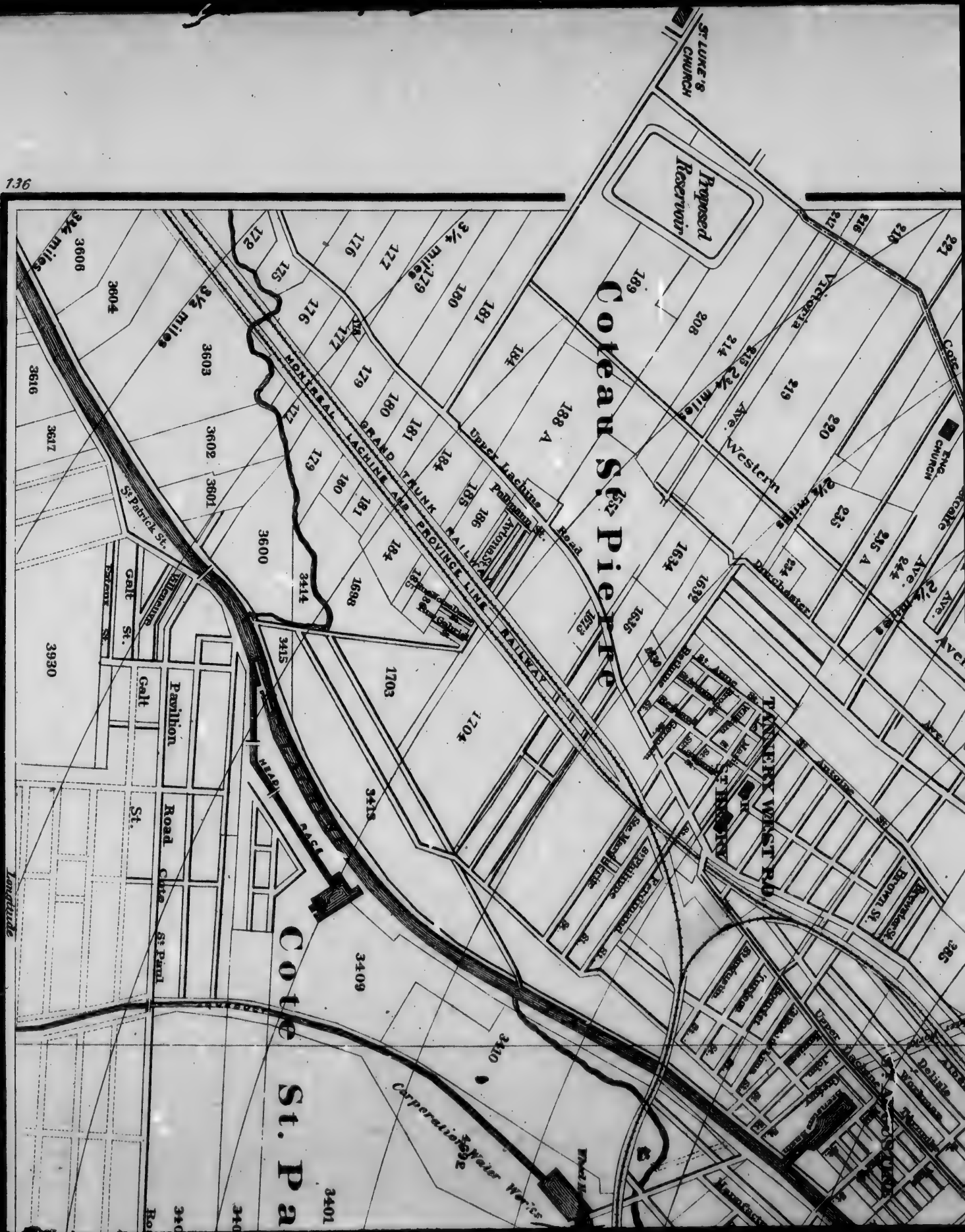
HURON,
PERTH &
ADDICKS,
ONT. CAN.

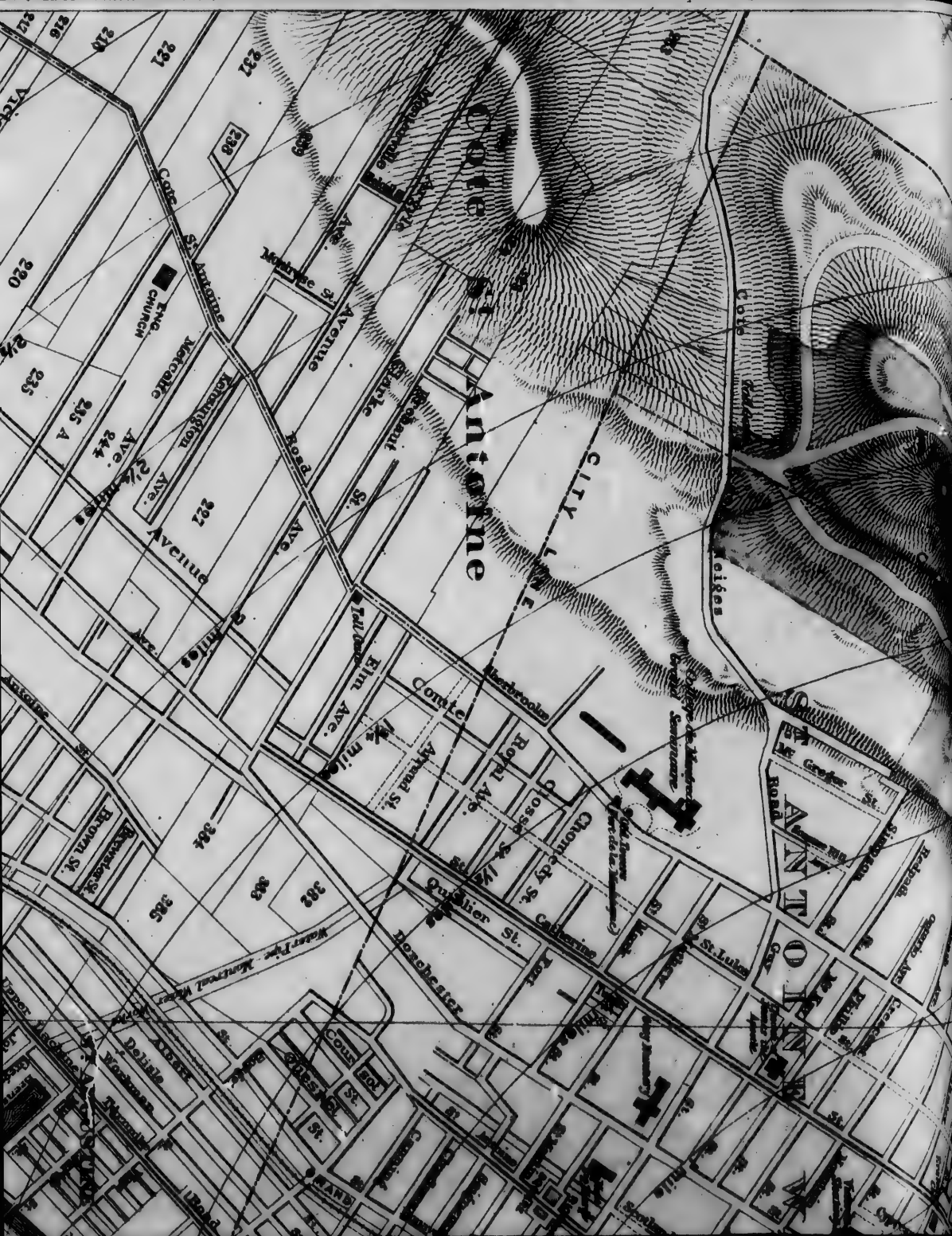
PROV

Scale, Six Miles to an Inch.

82° 00'

Longit

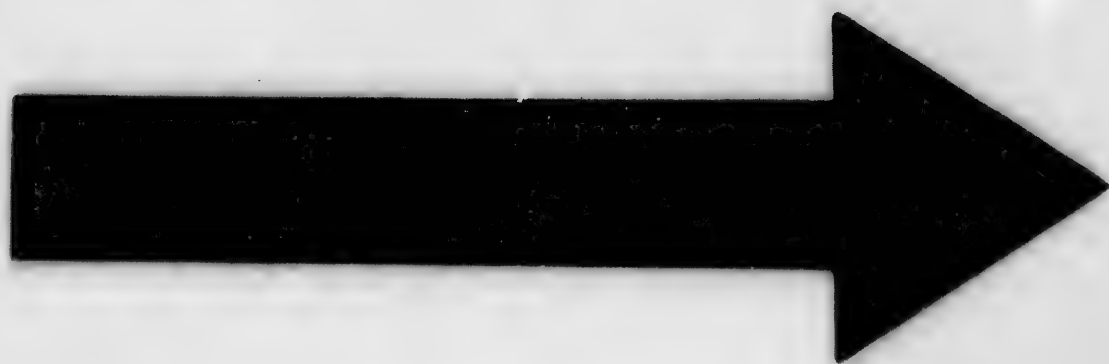












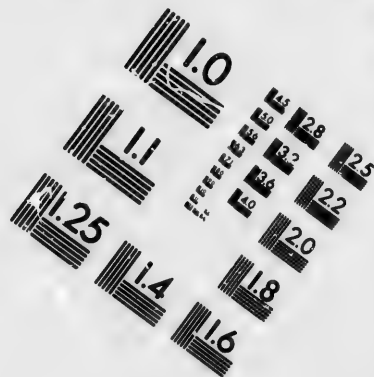
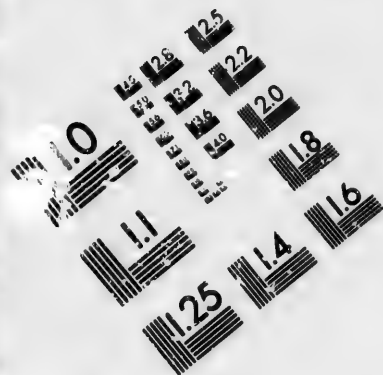
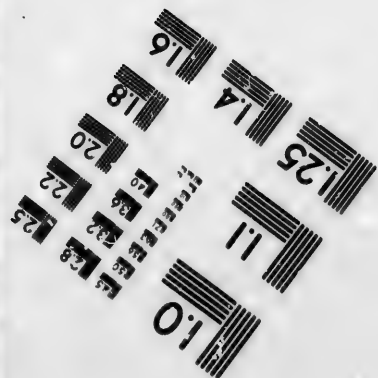
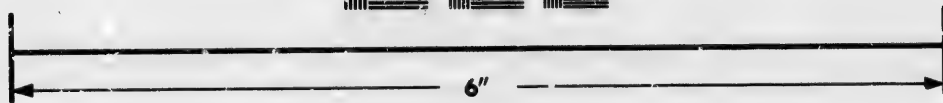
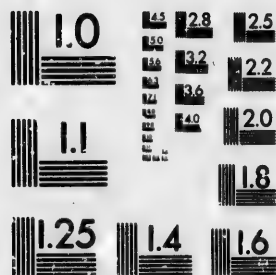


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

45
38
32
25
22
20
18

01
01
01

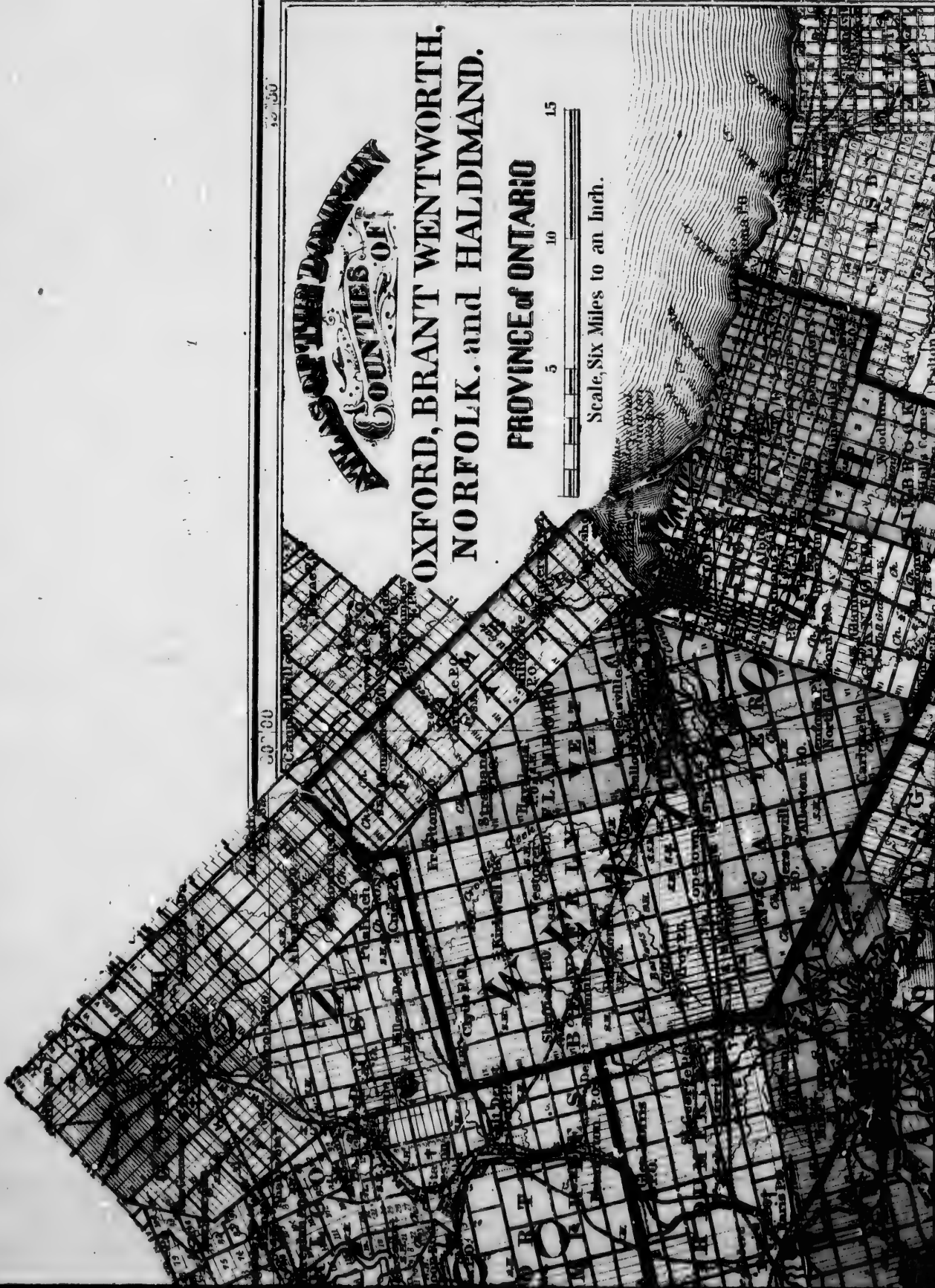


OXFORD, BRANT WENTWORTH,
NORFOLK. and HALDIMAND.

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.





Longitude West from Greenwich 79°30'

79° 30'

43°
30'



79°00'

ATLAS OF THE DOMINION COUNTIES OF

LINCOLN and WELLAND.

PROVINCE of ONTARIO



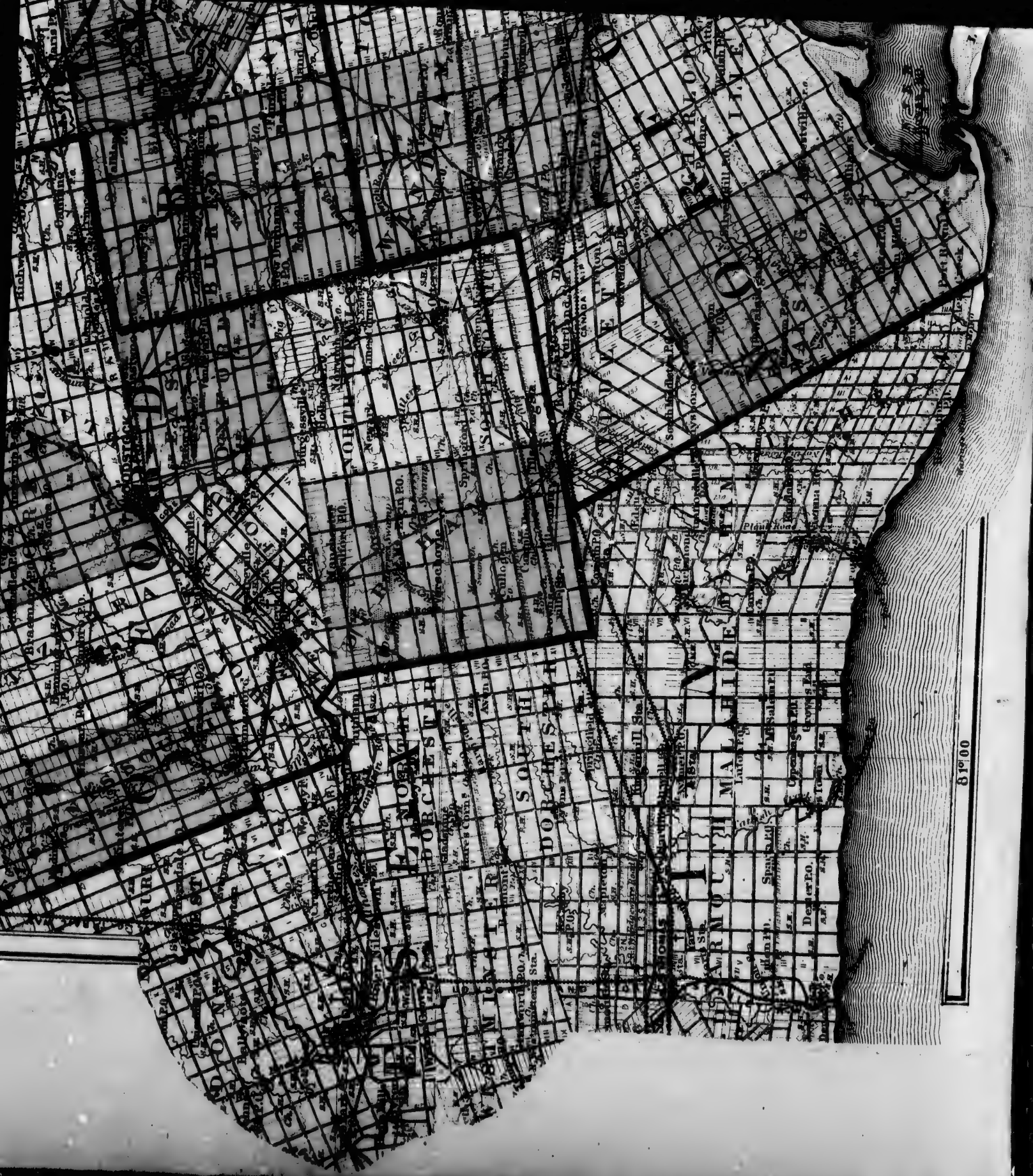
Scale, Six Miles to an Inch.

43°
30'



81°00'





43°
00'



79°30'

Longitude West from Greenwich



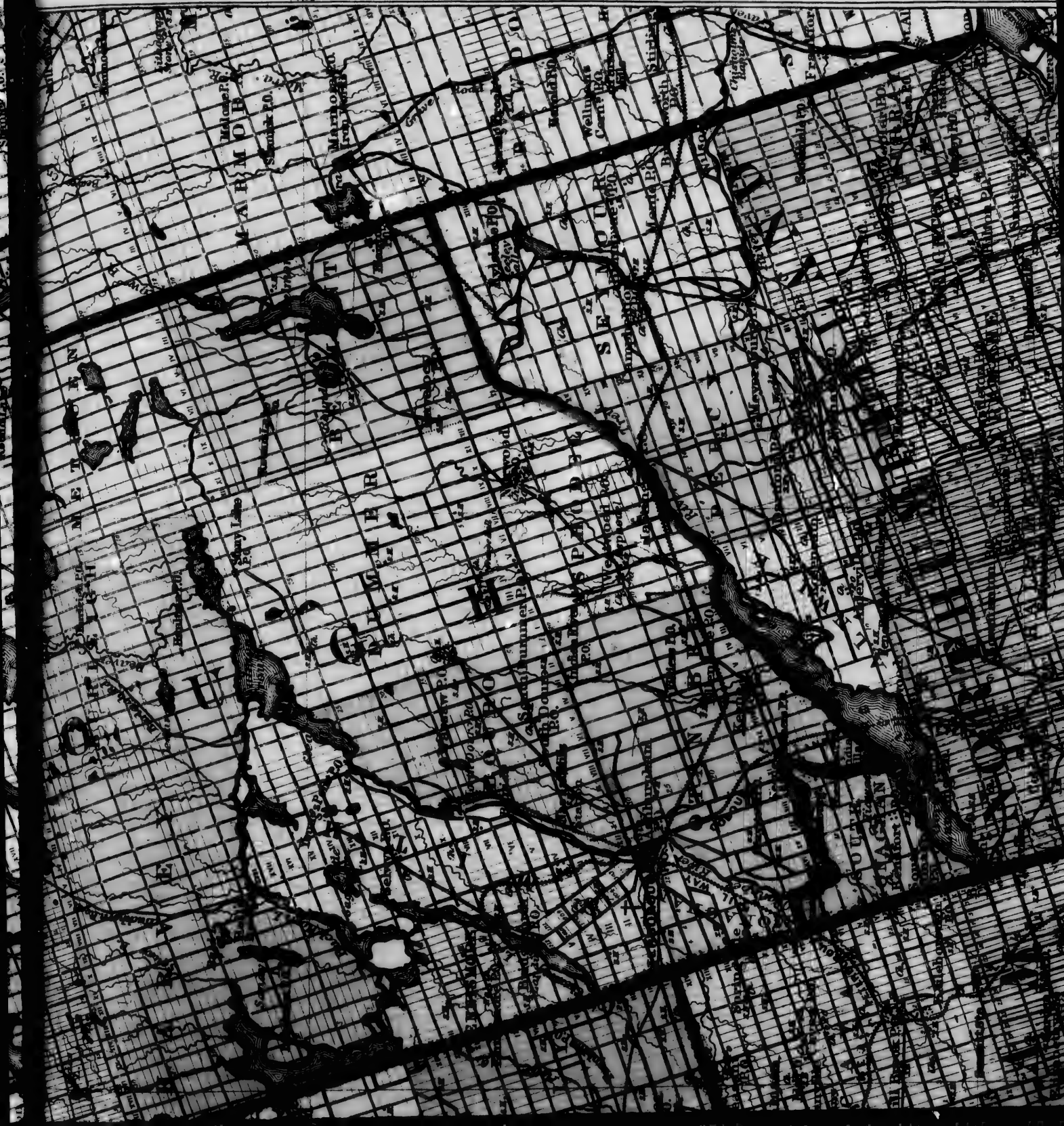
Distance from Greenwich

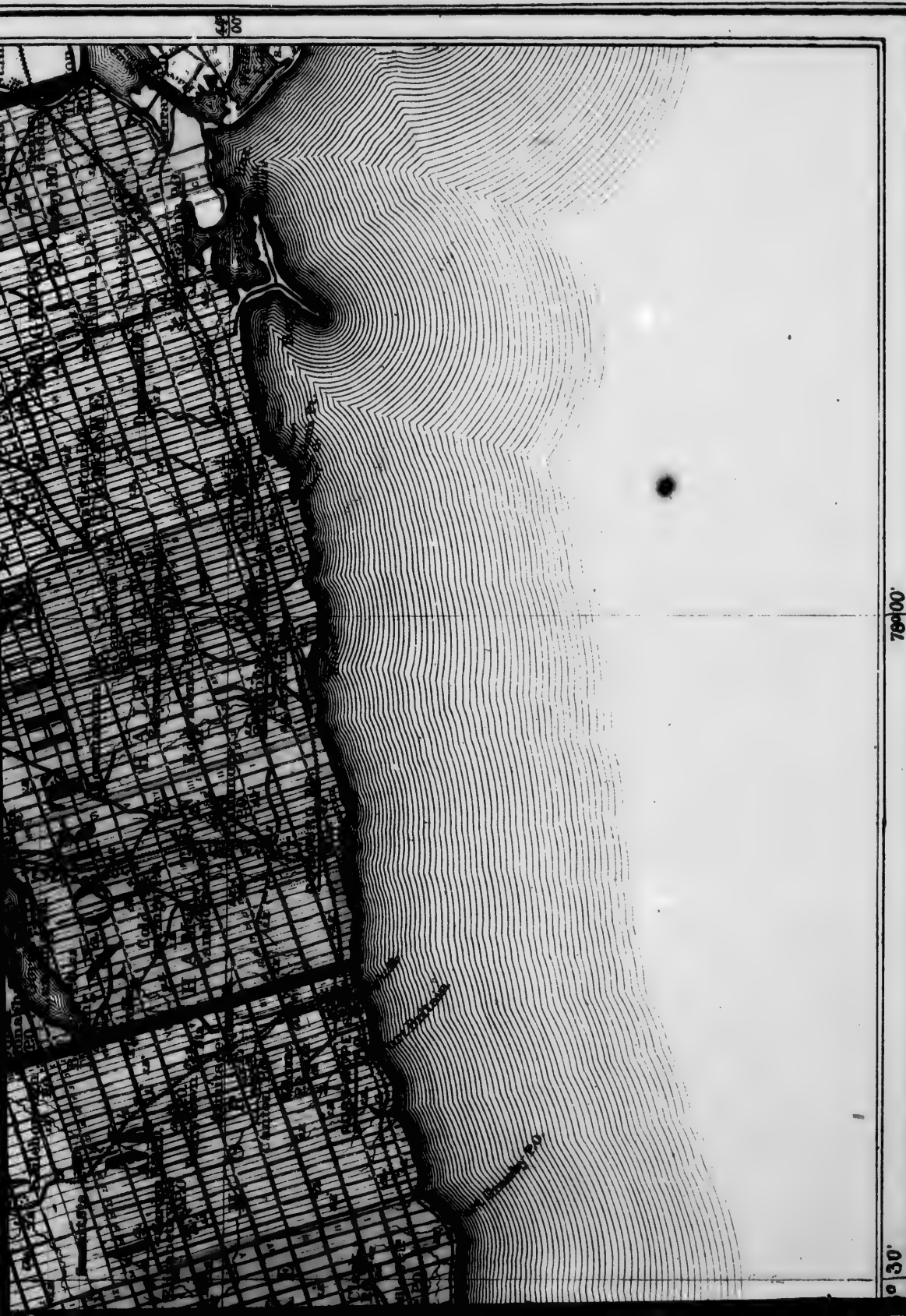
79° 00'

43° 00'









79°00'

78°30'



**PETERBORO, VICTORIA,
NORTHUMBERLAND
and DURHAM.
PROVINCE of ONTARIO**

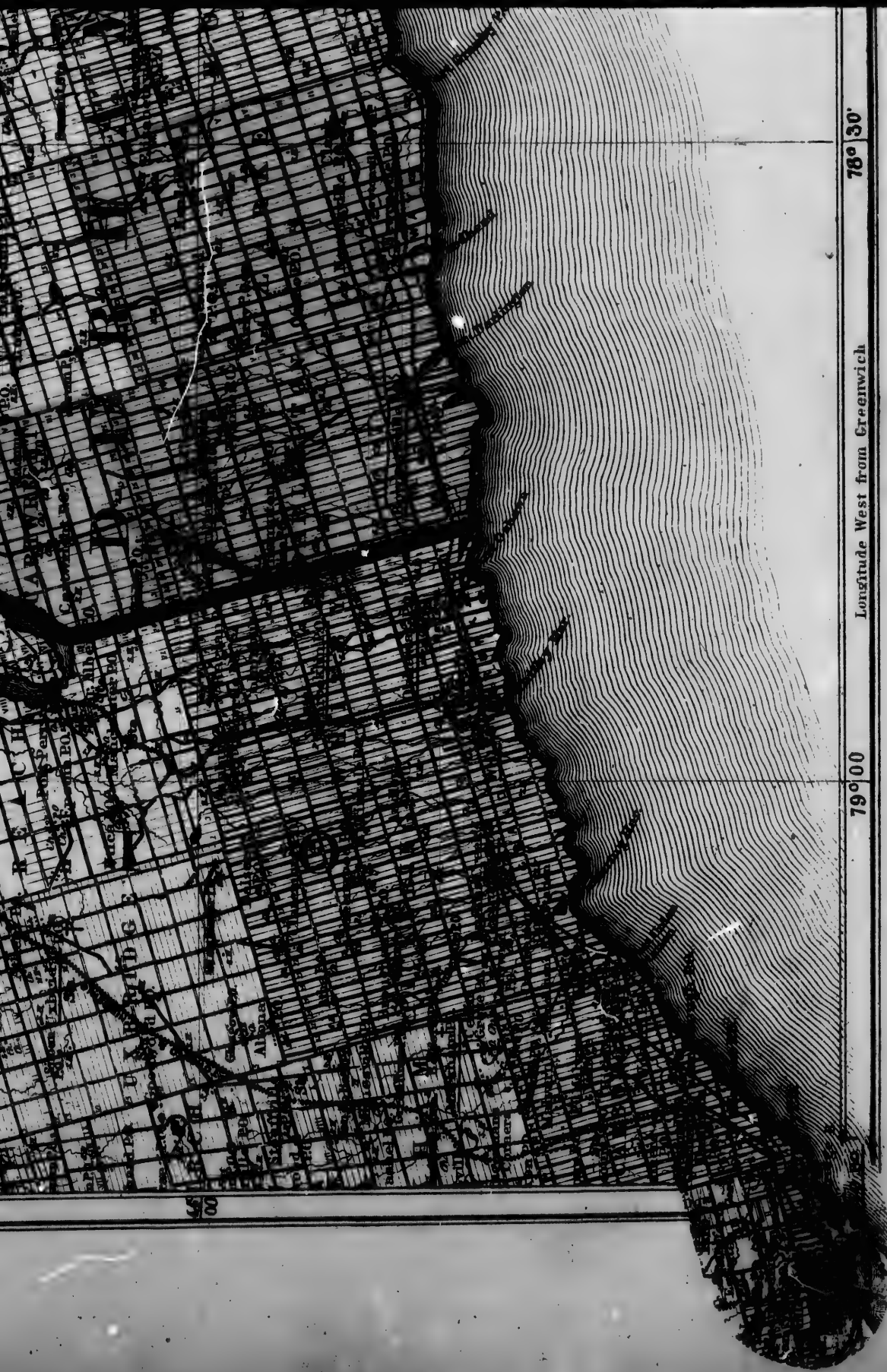


Scale, Six Miles to an Inch.









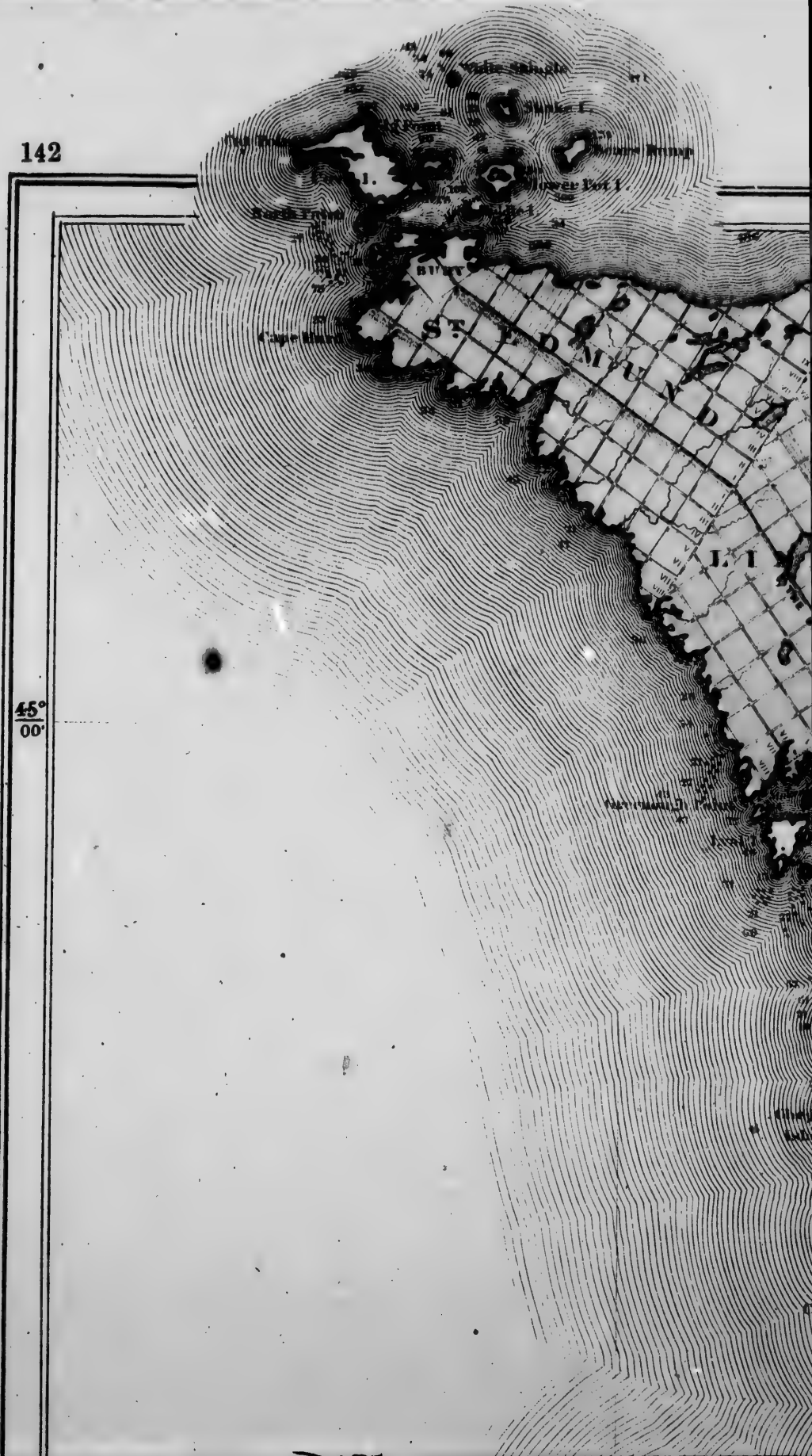
78° 30'

Longitude West from Greenwich

79° 00'

142

45°
00'



81°00'

ATLAS OF THE DOMINION
COUNTY OF
BRUCE
PROVINCE OF ONTARIO



Scale, Six Miles to an Inch.



45°
00'



80°30'

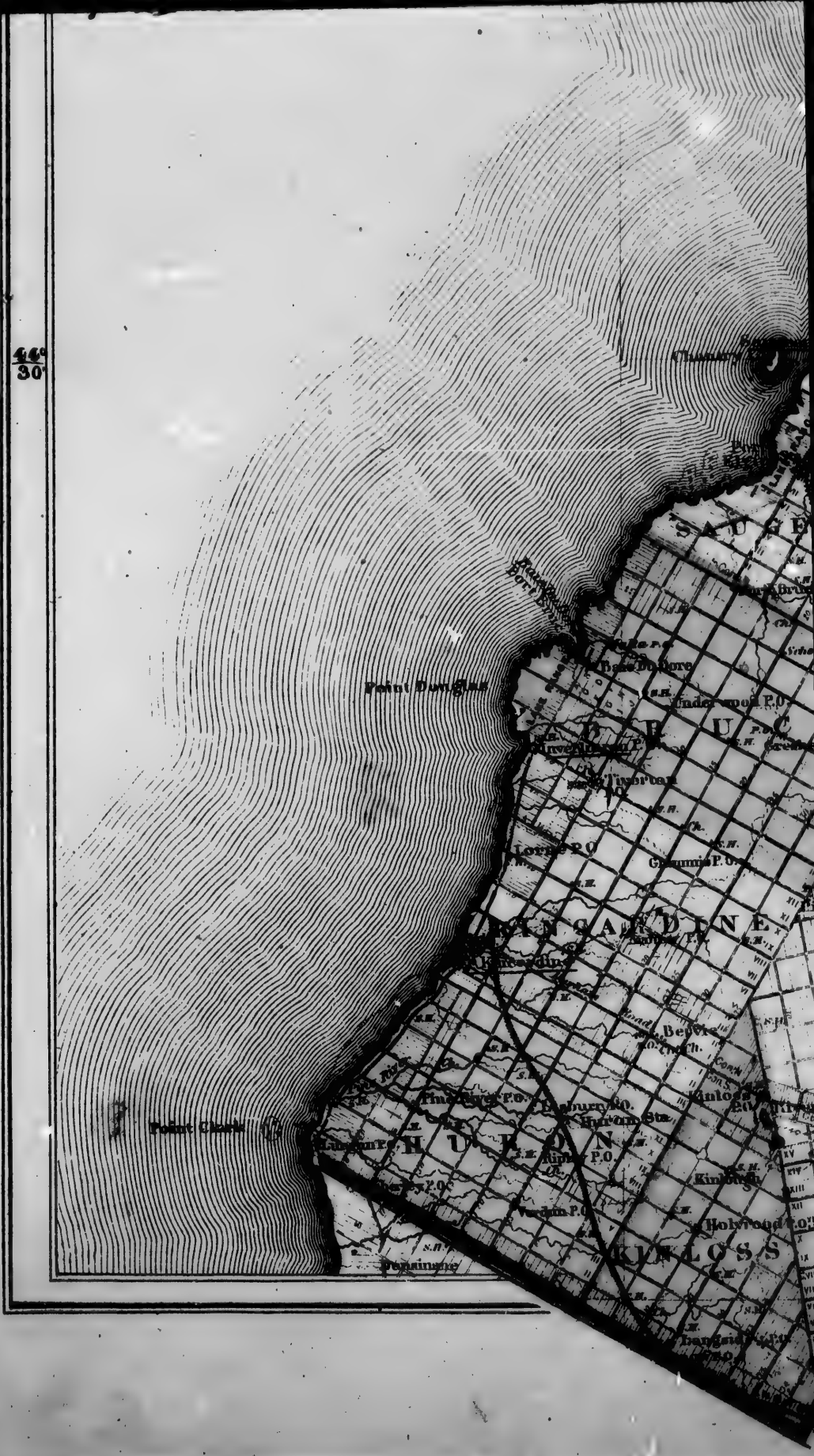
ATLAS OF THE DOMINION
COUNTY OF
GREY
 PROVINCE of ONTARIO



Scale, Six Miles to an Inch.



44
30

$$\frac{46^\circ}{30^\circ}$$




48
30

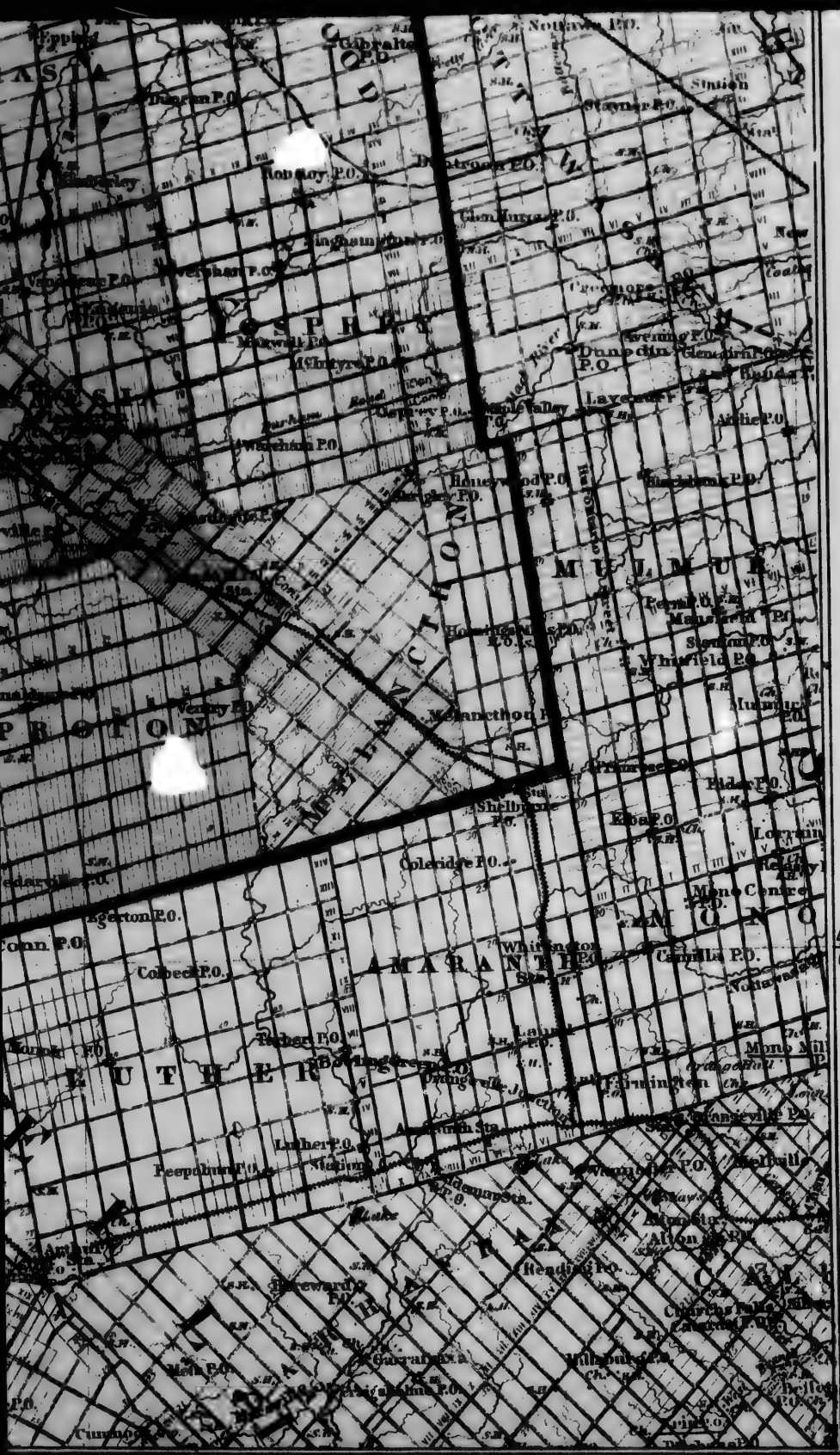
Longitude West from Greenwich



44
00

81° 00

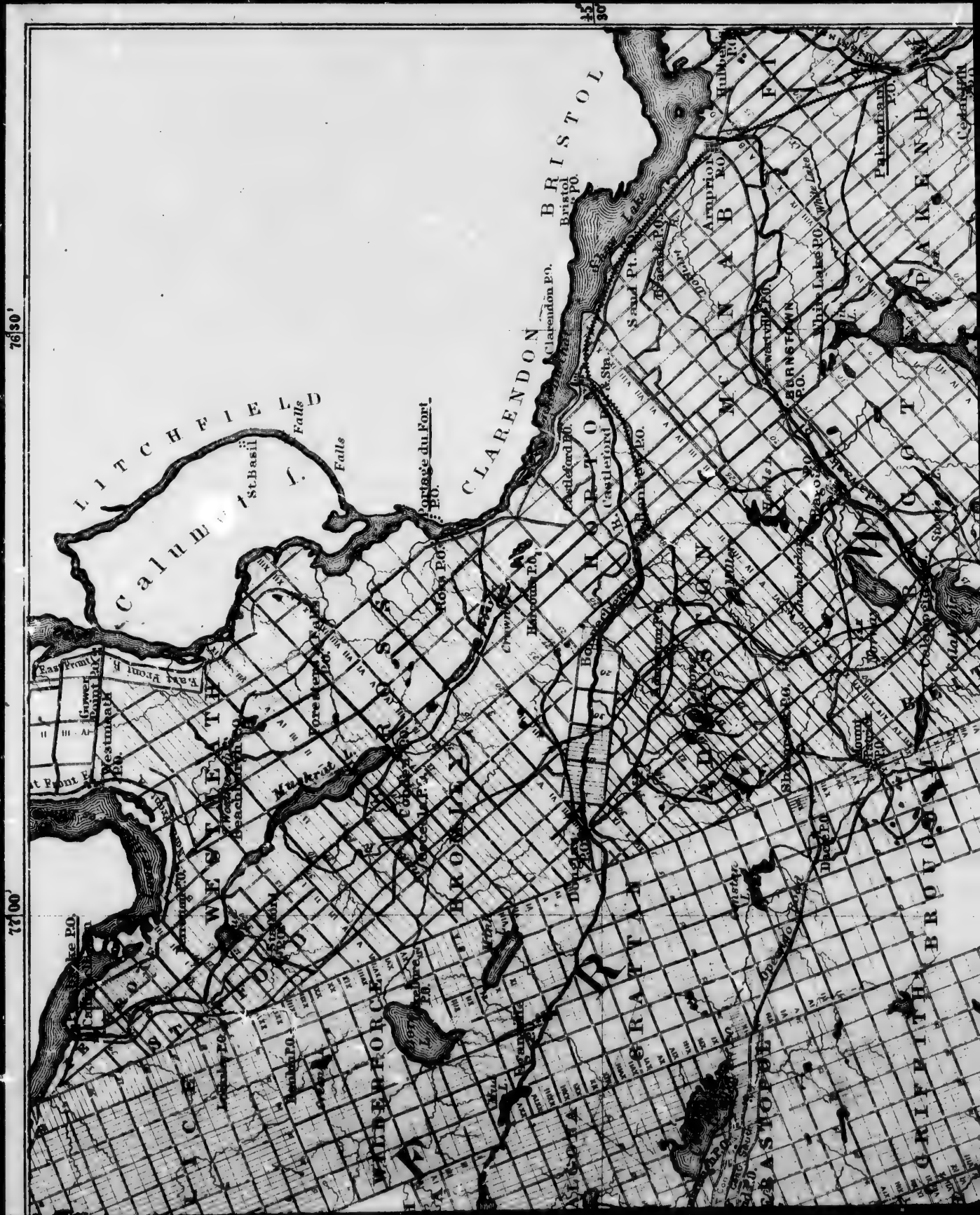
80° 30

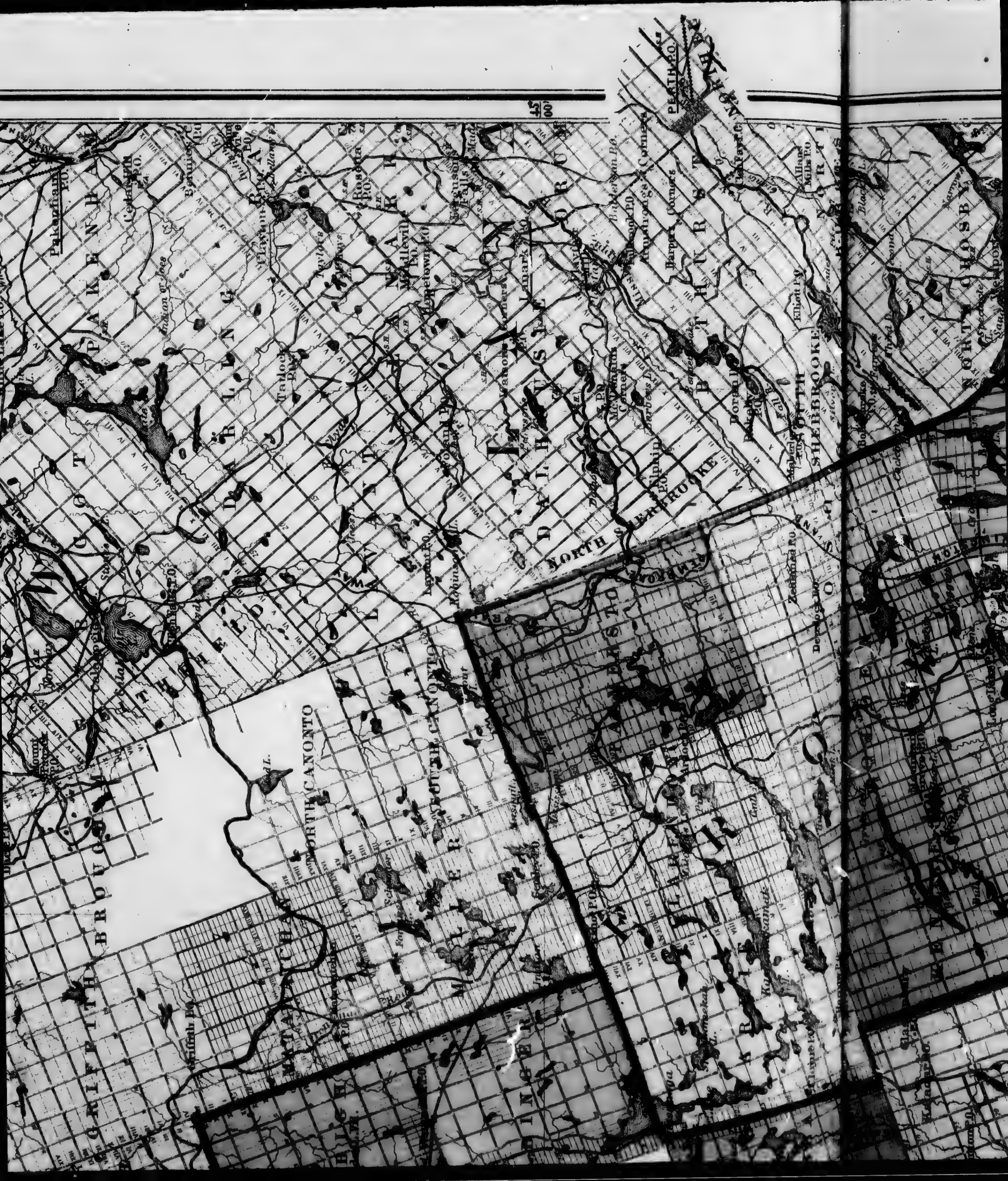


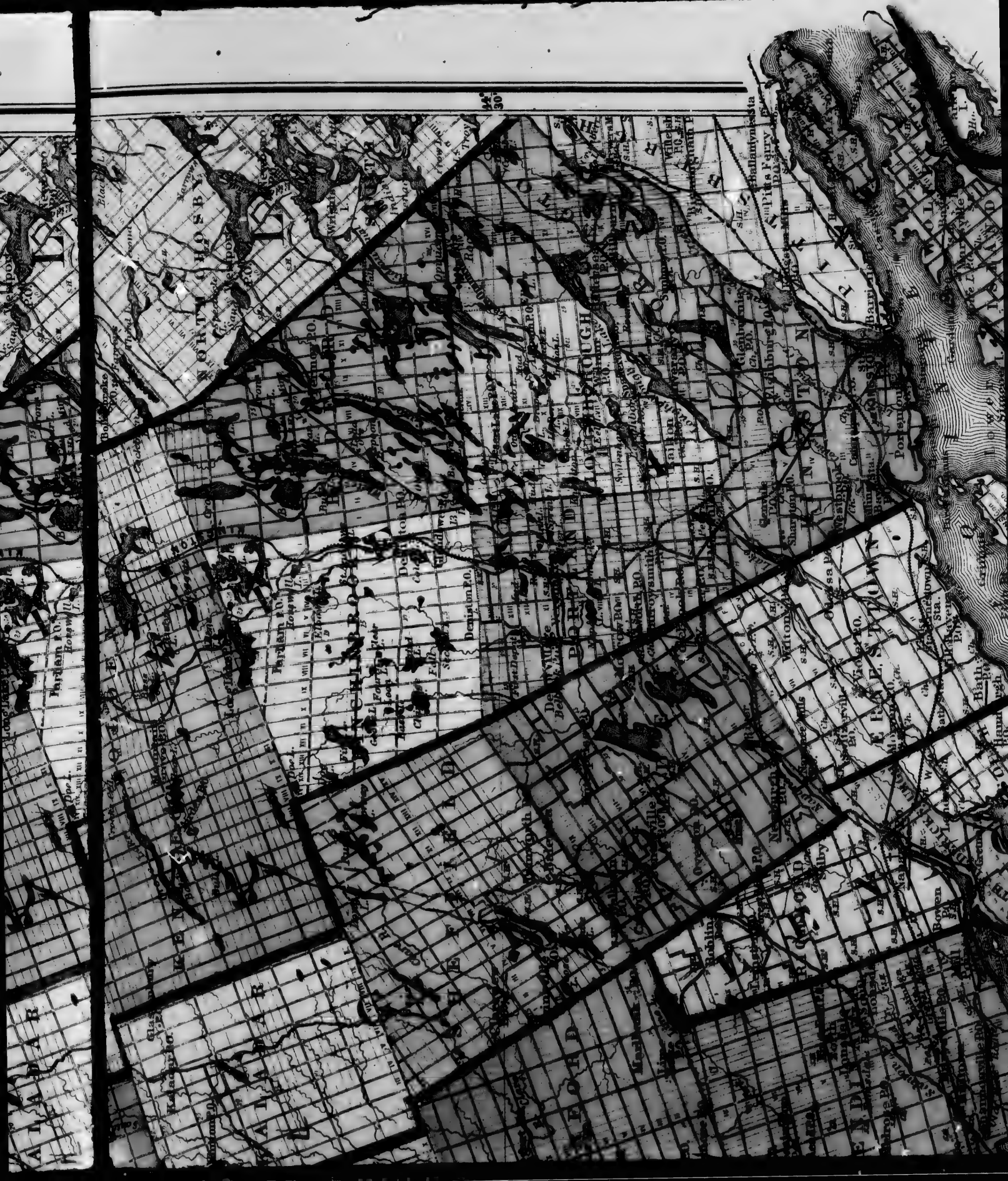
80°30'

Longitude West from Greenwich

44
00









THE SOUTHERN DOMINION
COUNTIES OF

**HASTINGS, FRONTALAC,
ADDINGTON, PRINCE EDWARD
and LENOX.**

PROVINCE OF ONTARIO



Scale Six Miles to an Inch.

BURTON

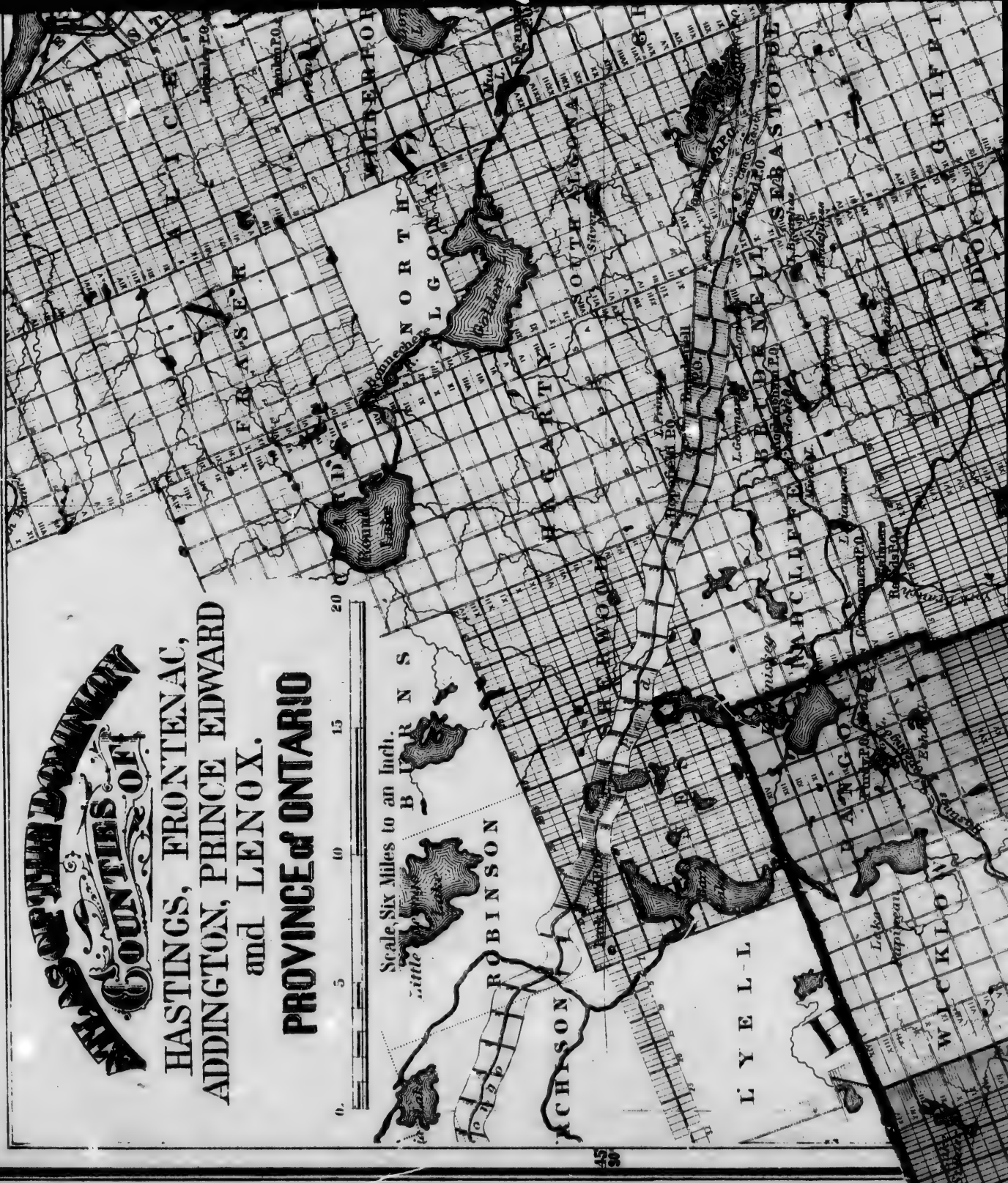
ROBINSON

ACHYSON

LYELL

27 30

45 30





D
EFFINGHAM

Rock L.

SHILL

LIMERICK

WOLLASTON

WICKLOW

MONTAGUE

DIAGNOSTON

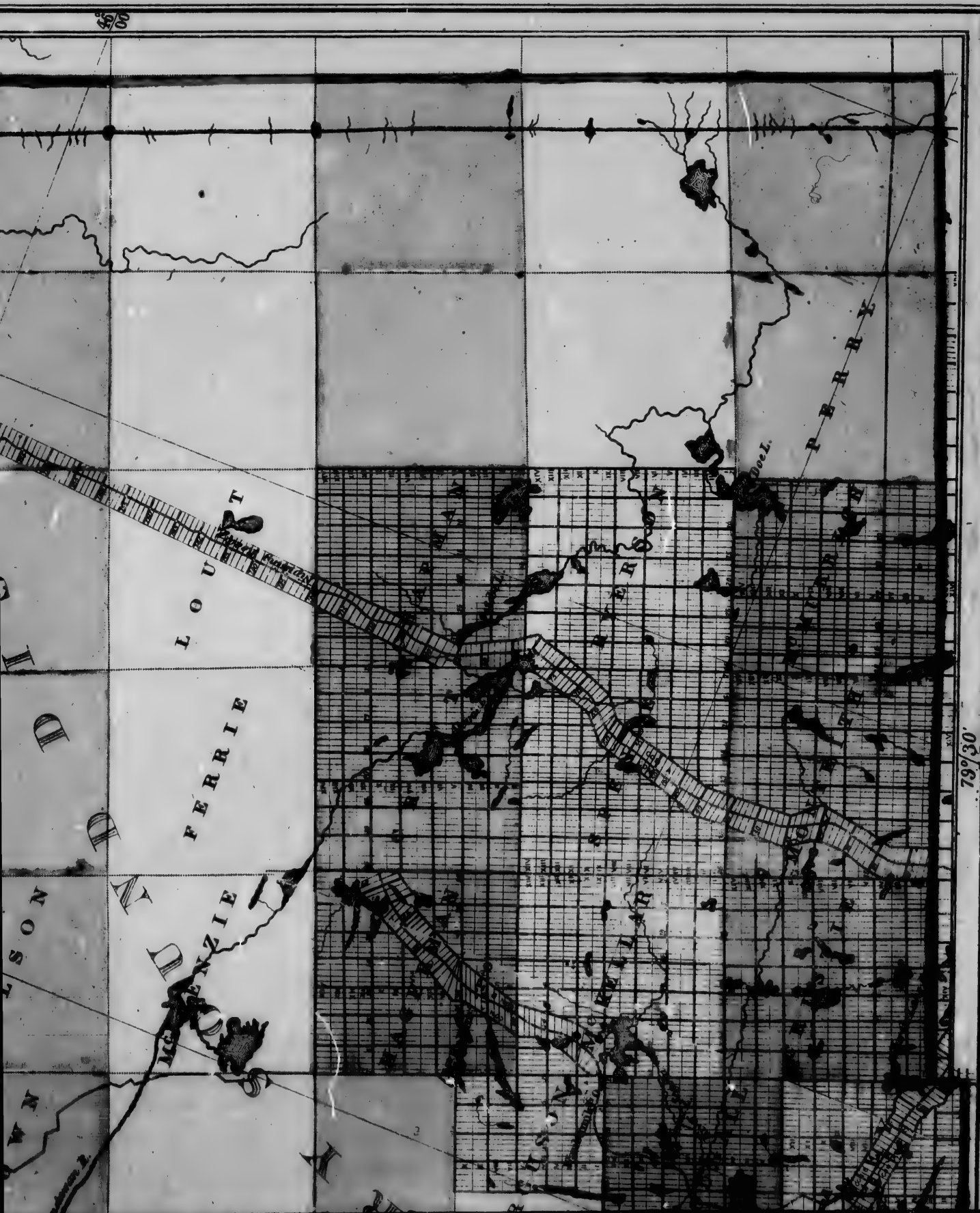
Rock L.

Hedding

15
00







79°30



79°00'

ATLAS OF THE DOMINION
DISTRICT OF
MUSKOKA
PROVINCE of ONTARIO



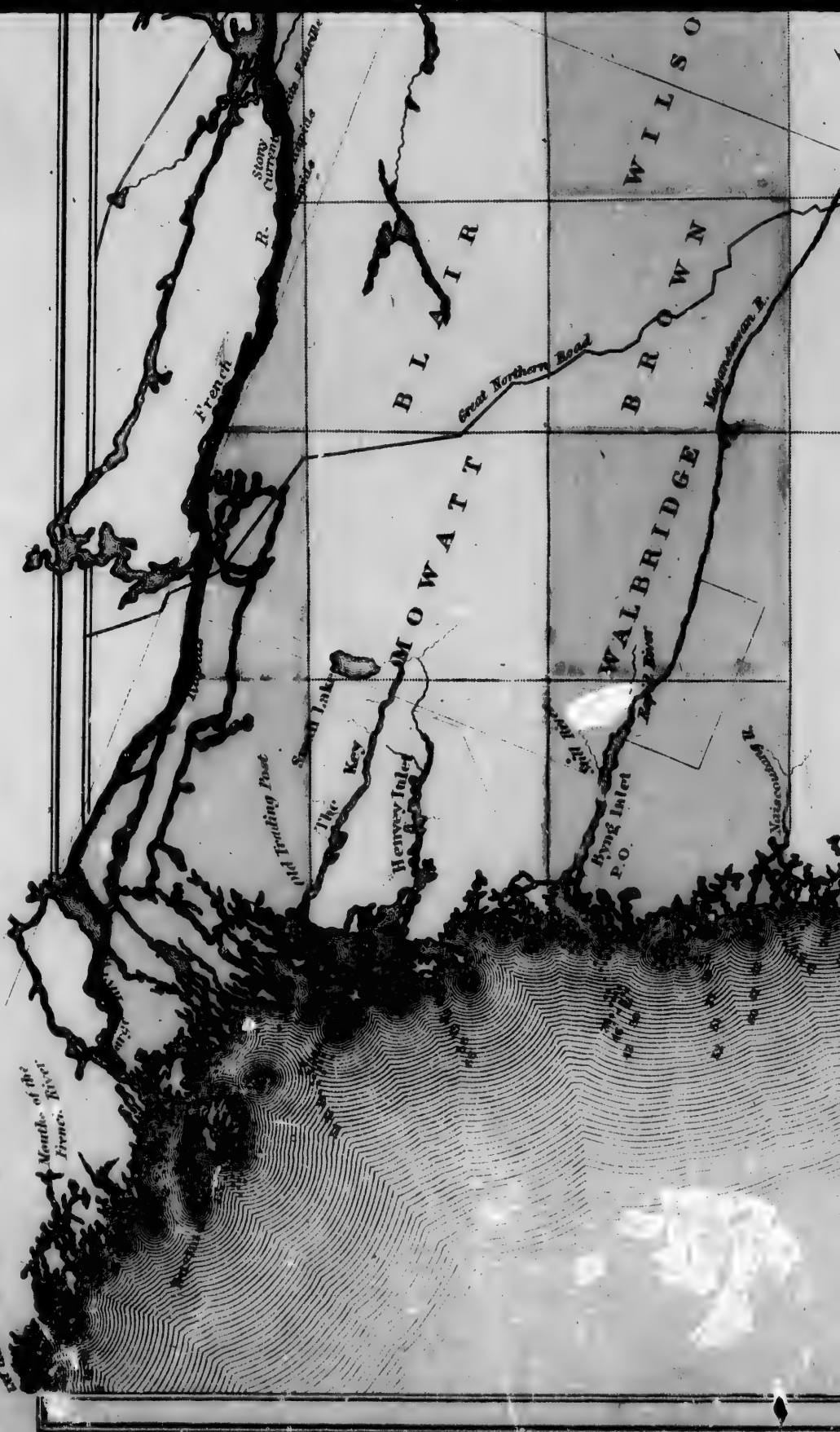
Scale, Six Miles to an Inch.



45°00'

St aux Girondine

Mouth of the
French River



French

Story
(current)

R.

BLAIR

MOWATT

WILSON

BROWN

WALBRIDGE

Great Northern Road

Mayhew's L.

Trading Post

Sandy Lake

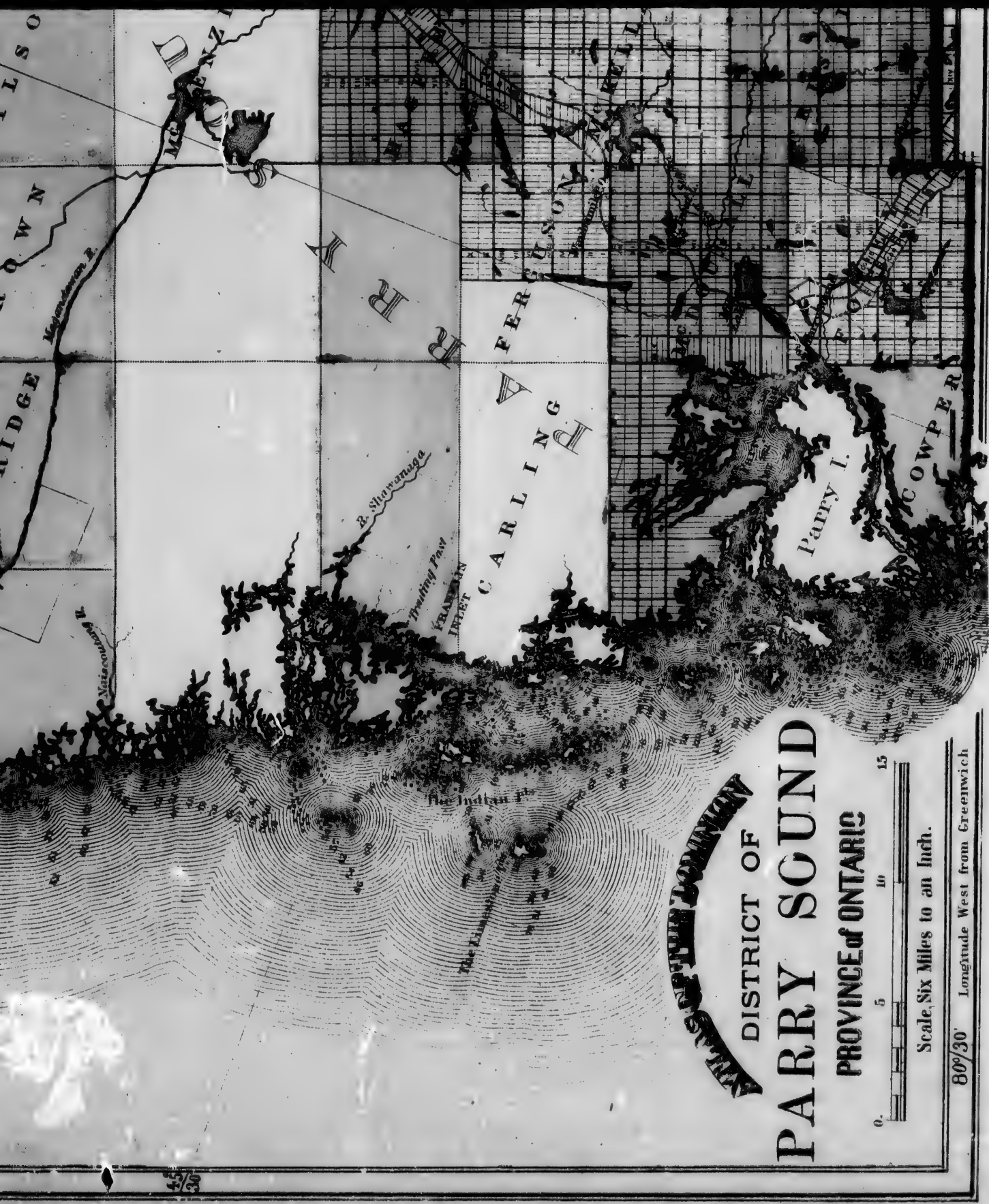
The Key

Henry Inlet

P.O.

Walbridge

Yale



DISTRICT OF
PARRY SOUND
PROVINCE of ONTARIO



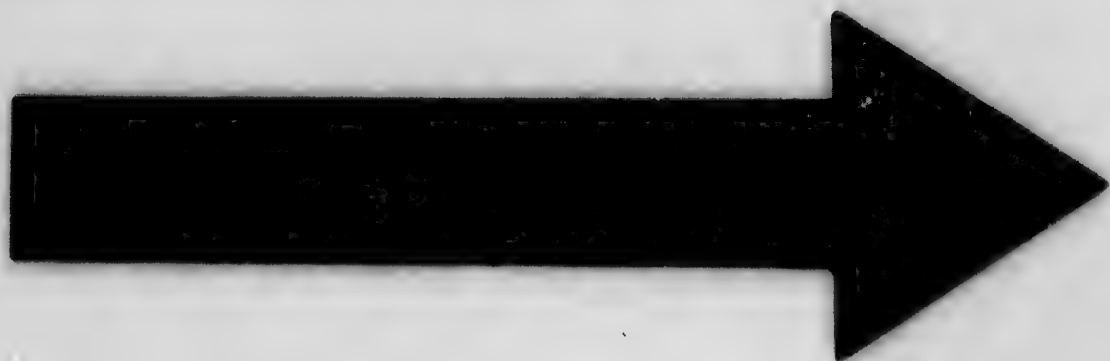
Scale Six Miles to an Inch.

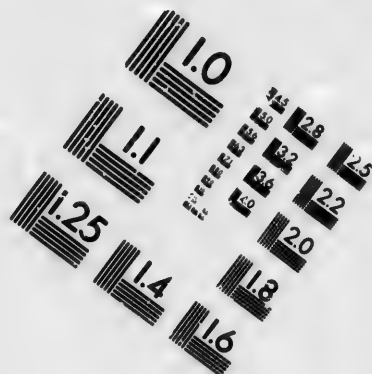
80°/30' Longitude West from Greenwich



ude West from Greenwich

79° 00'

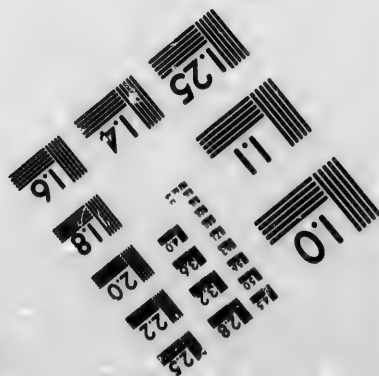
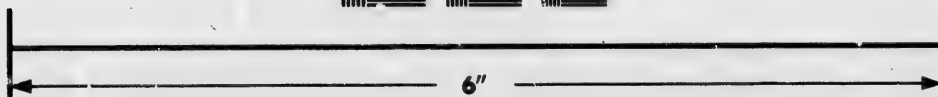




Resolution test chart featuring patterns of horizontal and vertical lines, with numerical values indicating resolution levels. The chart includes the following values:

- 1.0
- 1.1
- 1.25
- 1.4
- 1.6
- 1.8
- 2.0
- 2.2
- 2.5
- 2.8
- 3.2
- 3.6
- 4.0
- 4.5
- 5.0
- 5.6
- 6.3
- 7.1
- 8.0
- 9.0
- 10

Resolution Test Chart
 Made in U.S.A.



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

44 28 25
39 32 22
36 20
18

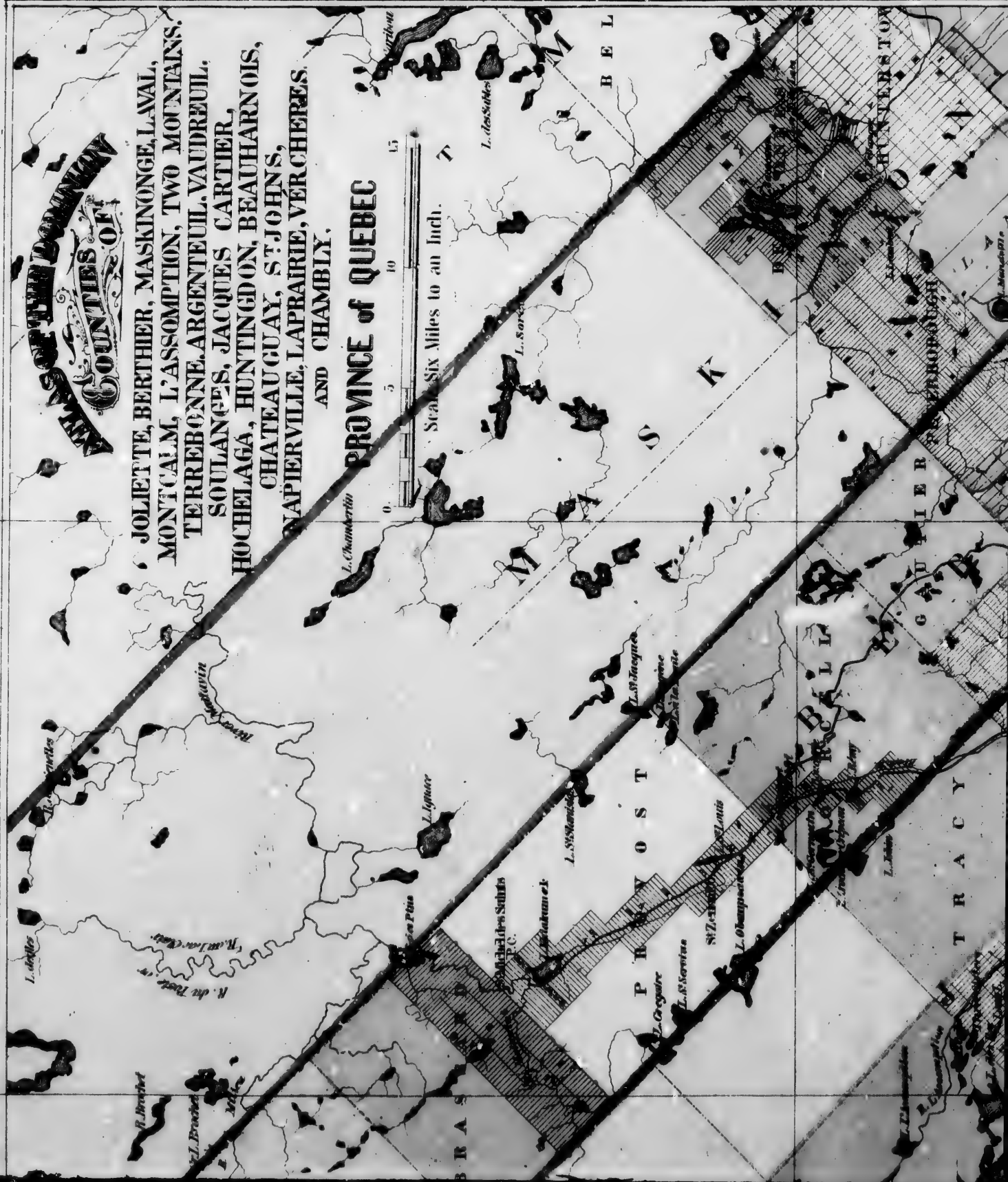
10
01

THE SOUTHERN DOWNHILL
COUNTIES OF

JOLIETTE, BERTHER, MASKINONGE, LAVAL,
MONTCALM, L'ASSOMPTION, TWO MOUNTAINS,
TERREBONNE, ARGENTEUIL, VAUDREUIL,
SOULANGES, JACQUES CARTIER,
HOCHELAGA, HUNTINGDON, BEAUHARNOIS,
CHATEAUCUAY, ST. JOHN'S,
NAPIERVILLE, LAPRAIRIE, VERCHERES,
AND CHAMBLY.

PROVINCE of QUEBEC

Scale Six Miles to an Inch.



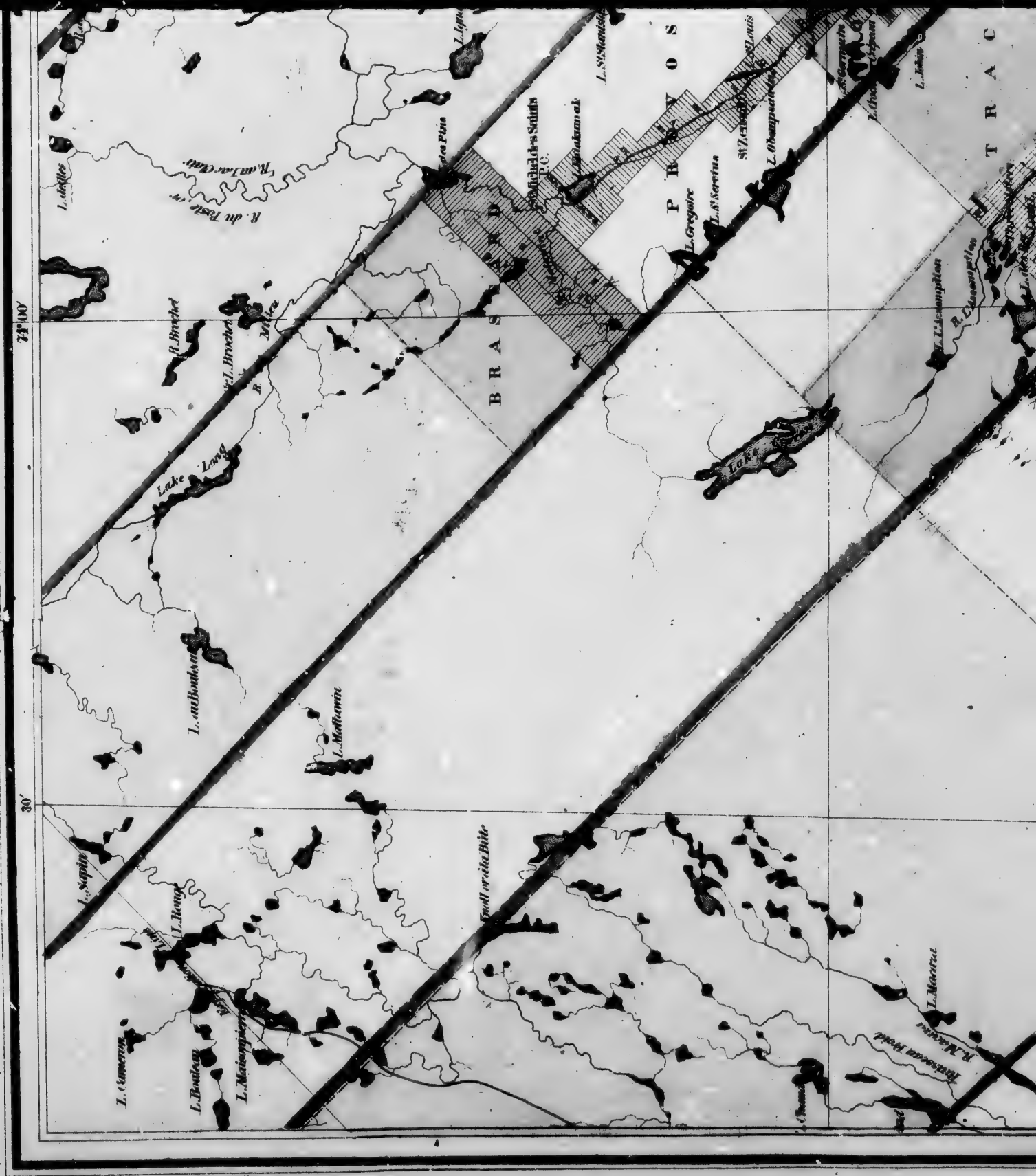






73°30'

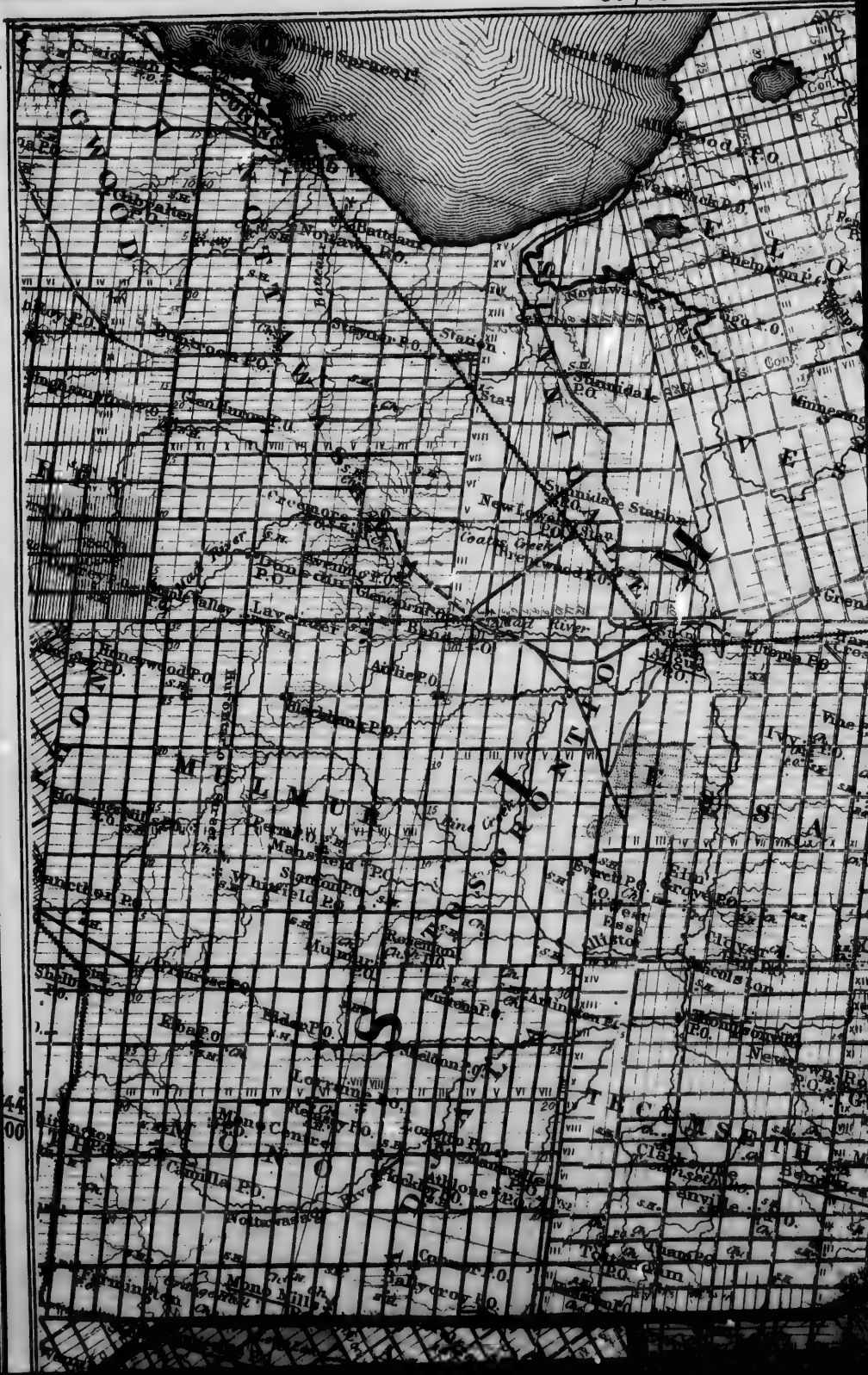
74°00'











0°

79°30'



80°00'

ATLAS OF THE DOMINION COUNTY OF SIMCOE

PROVINCE of ONTARIO

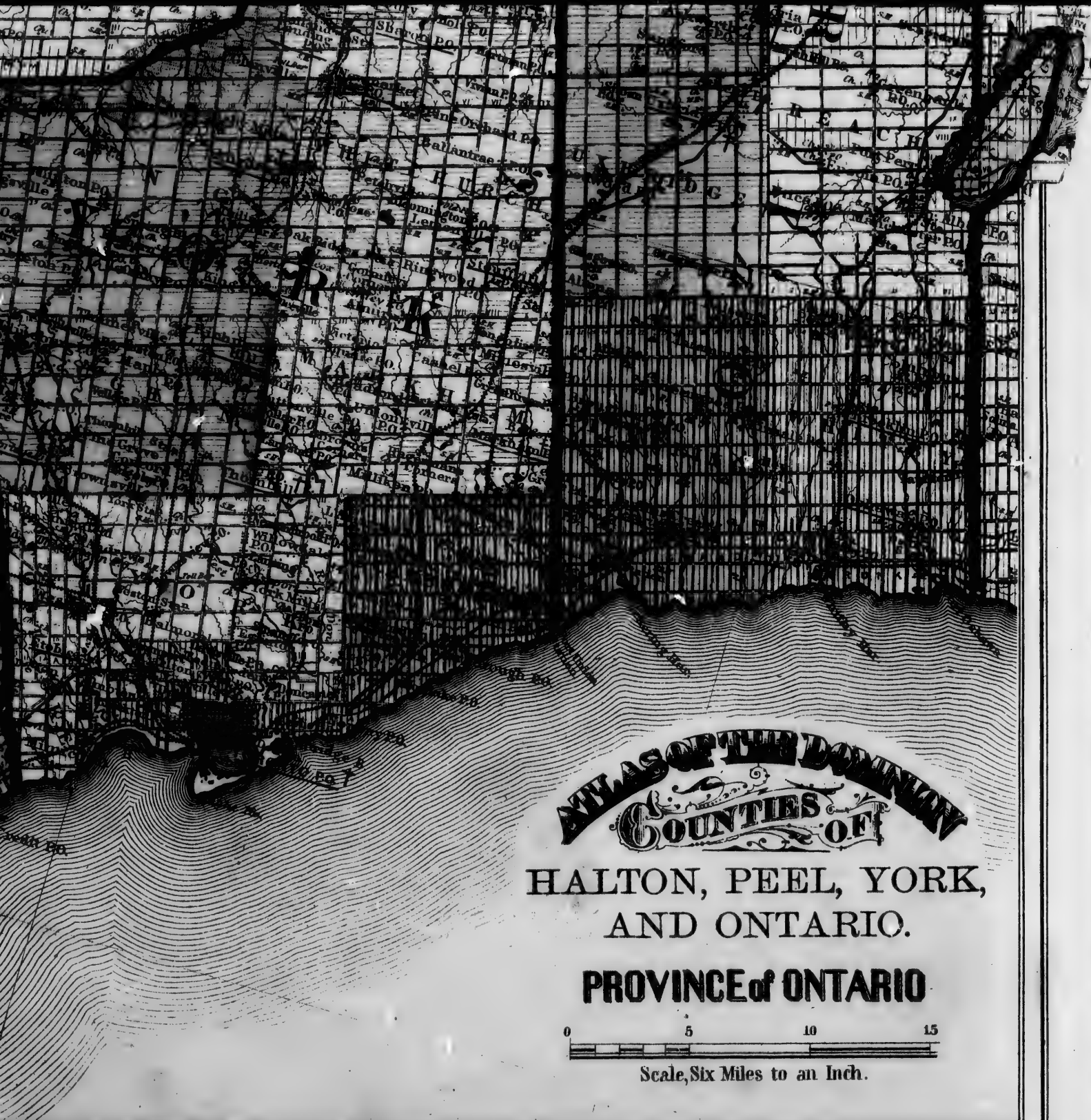


Scale, Six Miles to an Inch.









ATLAS OF THE DOMINION
COUNTIES OF

**HALTON, PEEL, YORK,
AND ONTARIO.**

PROVINCE of ONTARIO



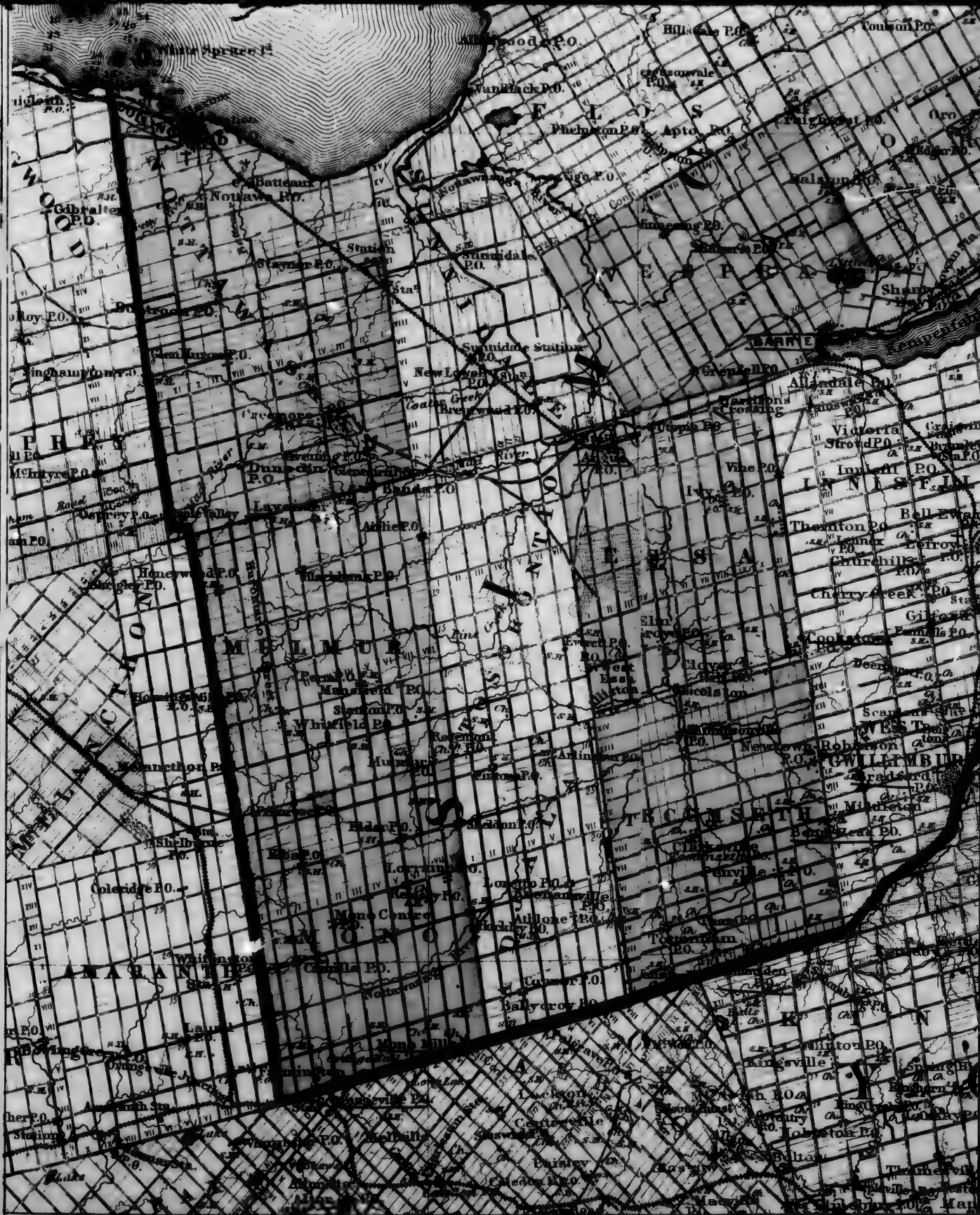
Scale, Six Miles to an Inch.

Longitude West from Greenwich

79°00'

44
30

44
00



Longitudinal West from Greenwich

80°00'



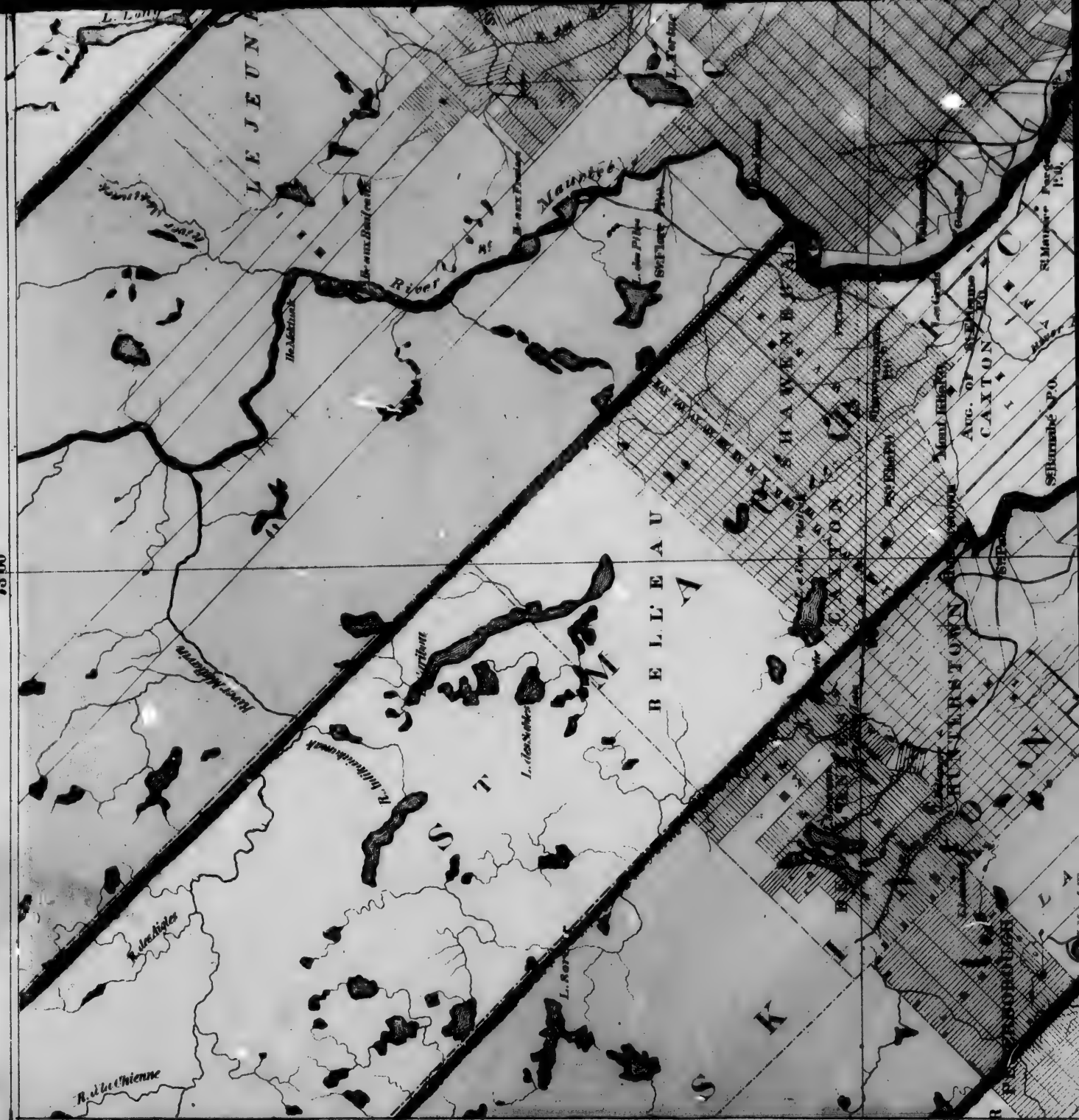






72°30'

72°00' longitude West from Greenwich









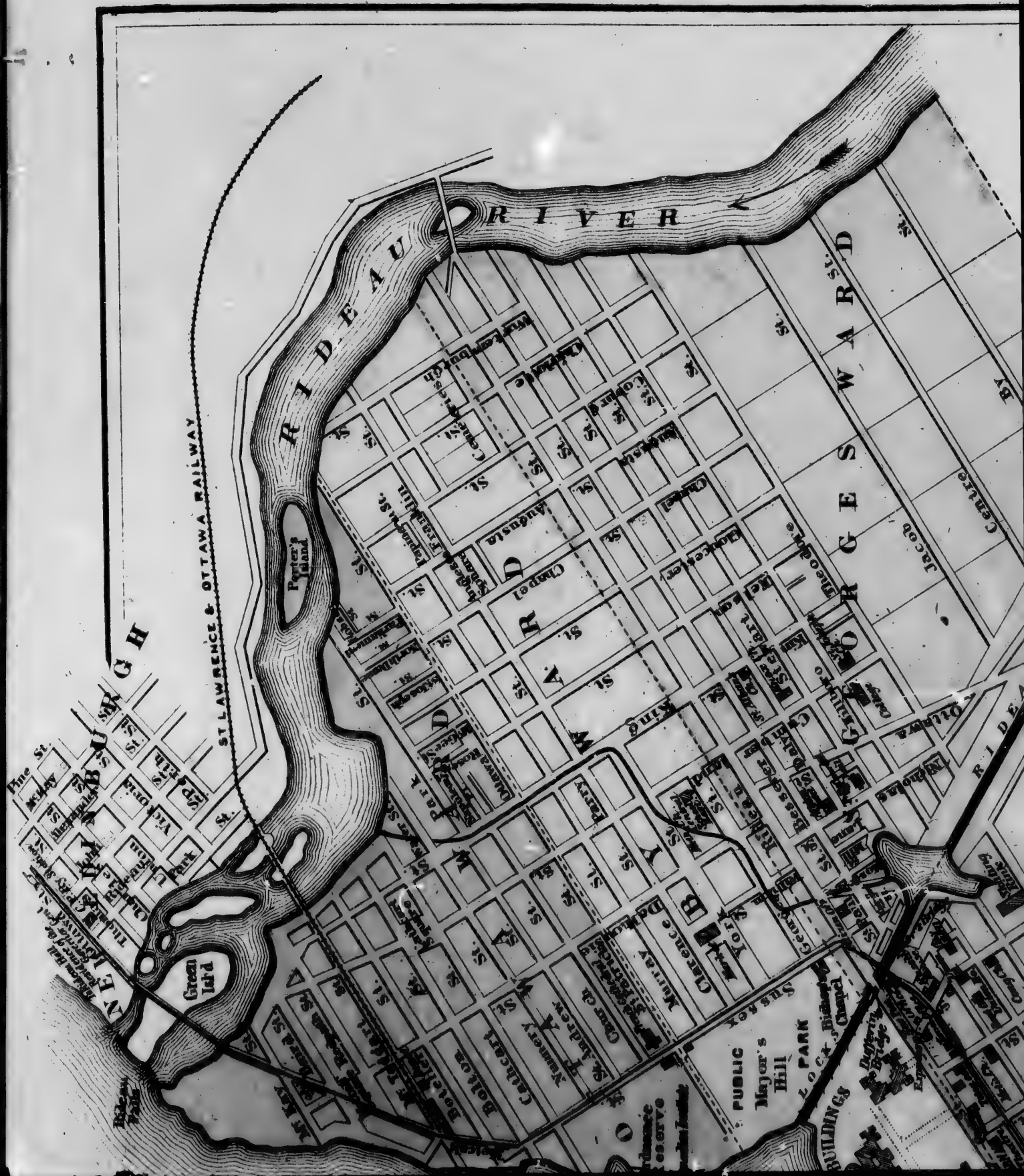


76°30

Category	0	5	10	15
1	~12.5%	~13.5%	~14.5%	~15.5%
2	~8.5%	~9.5%	~10.5%	~11.5%
3	~4.5%	~5.5%	~6.5%	~7.5%
4	~2.5%	~1.5%	~0.5%	~0.5%

Scale, Six Miles to an Inch.

46
00







Carleton County ONTARIO

Scale 64 Rods to an Inch







76° 00'

75° 30'



75°30'

75°00'

45°30'

45°00'



74°30'



45
30

45
00





ATLAS OF THE DOMINION
COUNTIES OF

LANARK, LEEDS, GRENVILLE
and CARLETON.
PROVINCE of ONTARIO

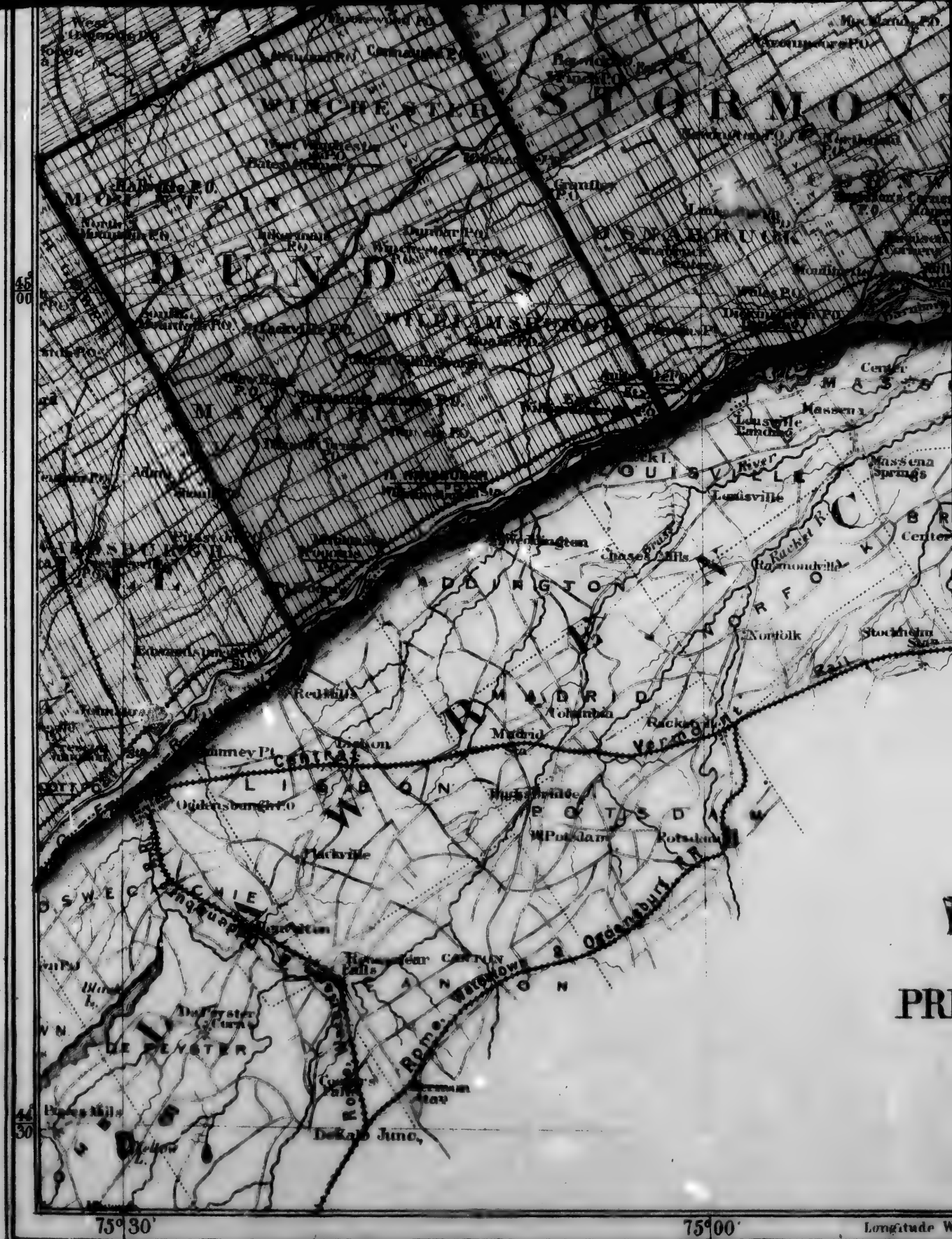


Scale, Six Miles to an Inch.

Latitude **76° 00'**

Longitude West from Greenwich

75° 30'



75°30'

75°00'

Longitude W



45
00

ATLAS OF THE DOMINION COUNTIES OF

DUNDAS, RUSSELL,
PRESCOTT, STORMONT
and GLENGARY.

PROVINCE of ONTARIO



Scale, Six Miles to an Inch.

45
30



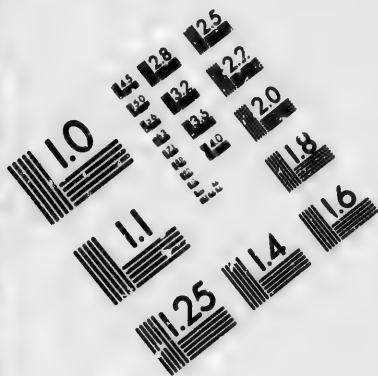
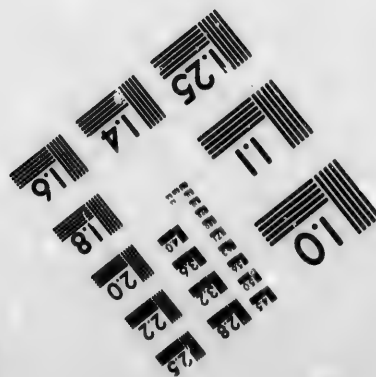
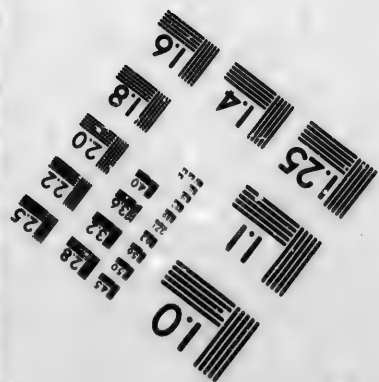
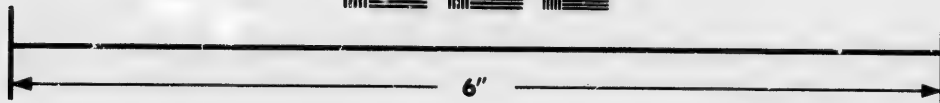
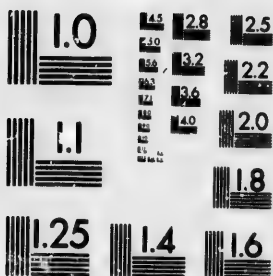


IMAGE EVALUATION TEST TARGET (MT-3)

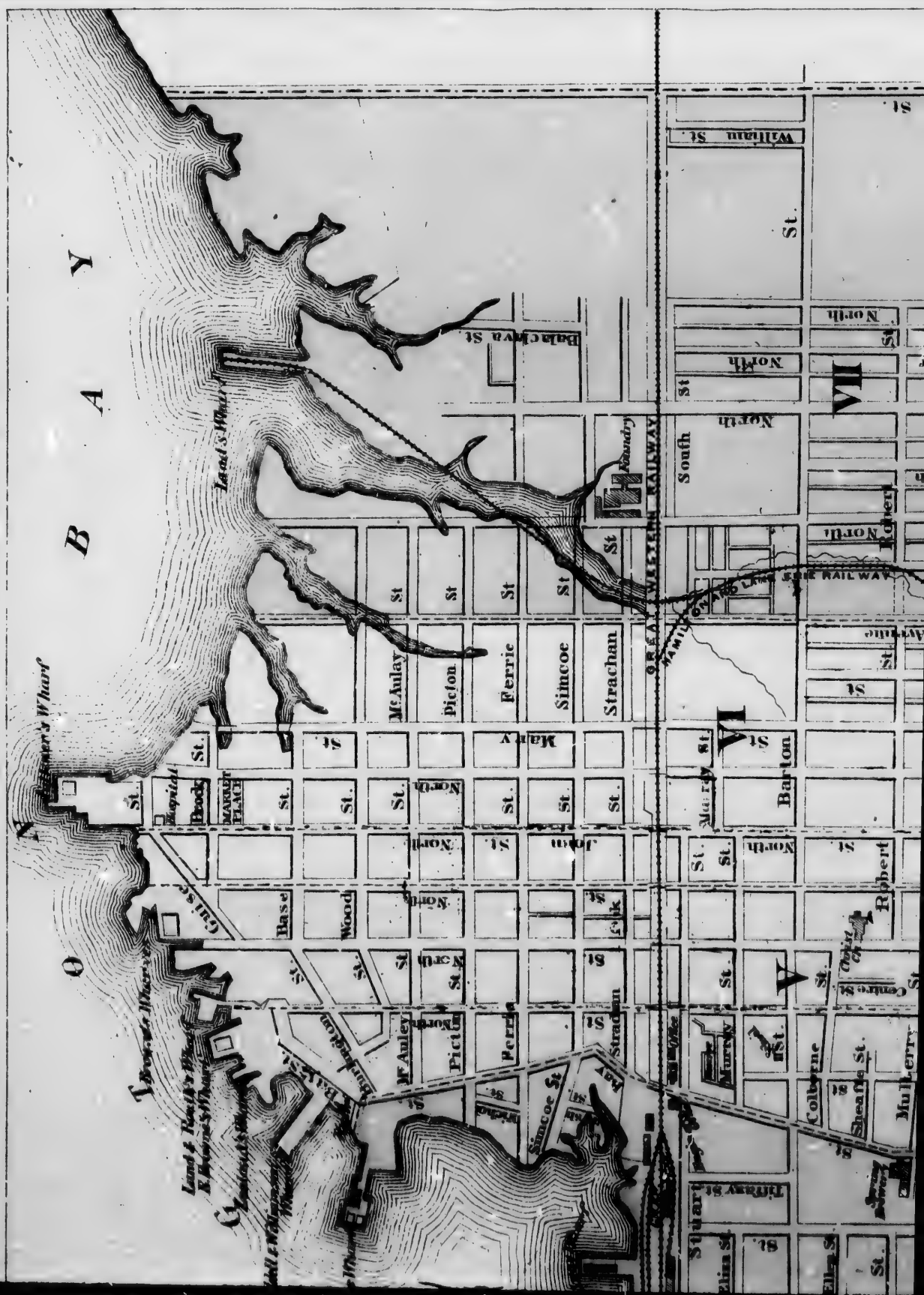


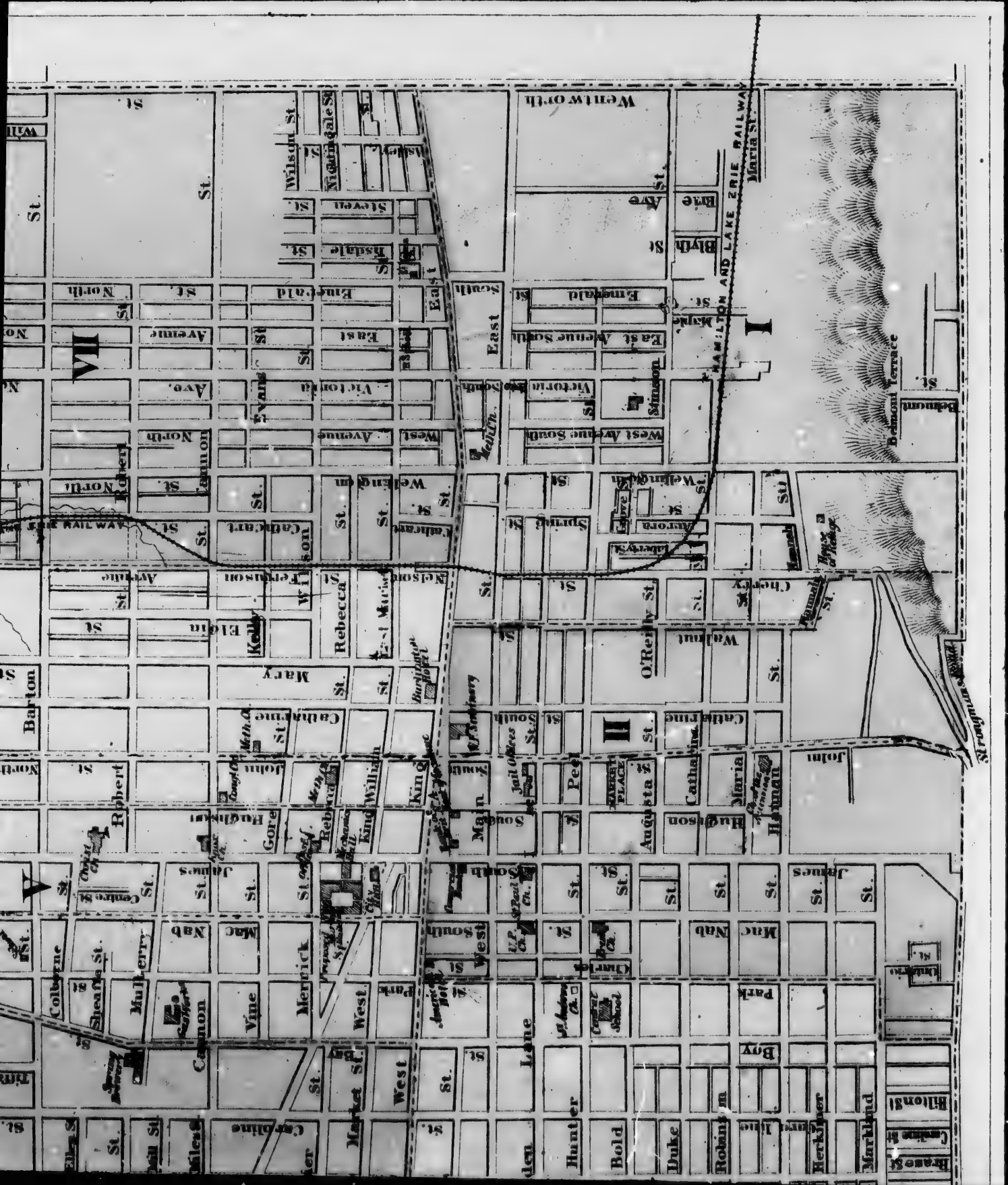
**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

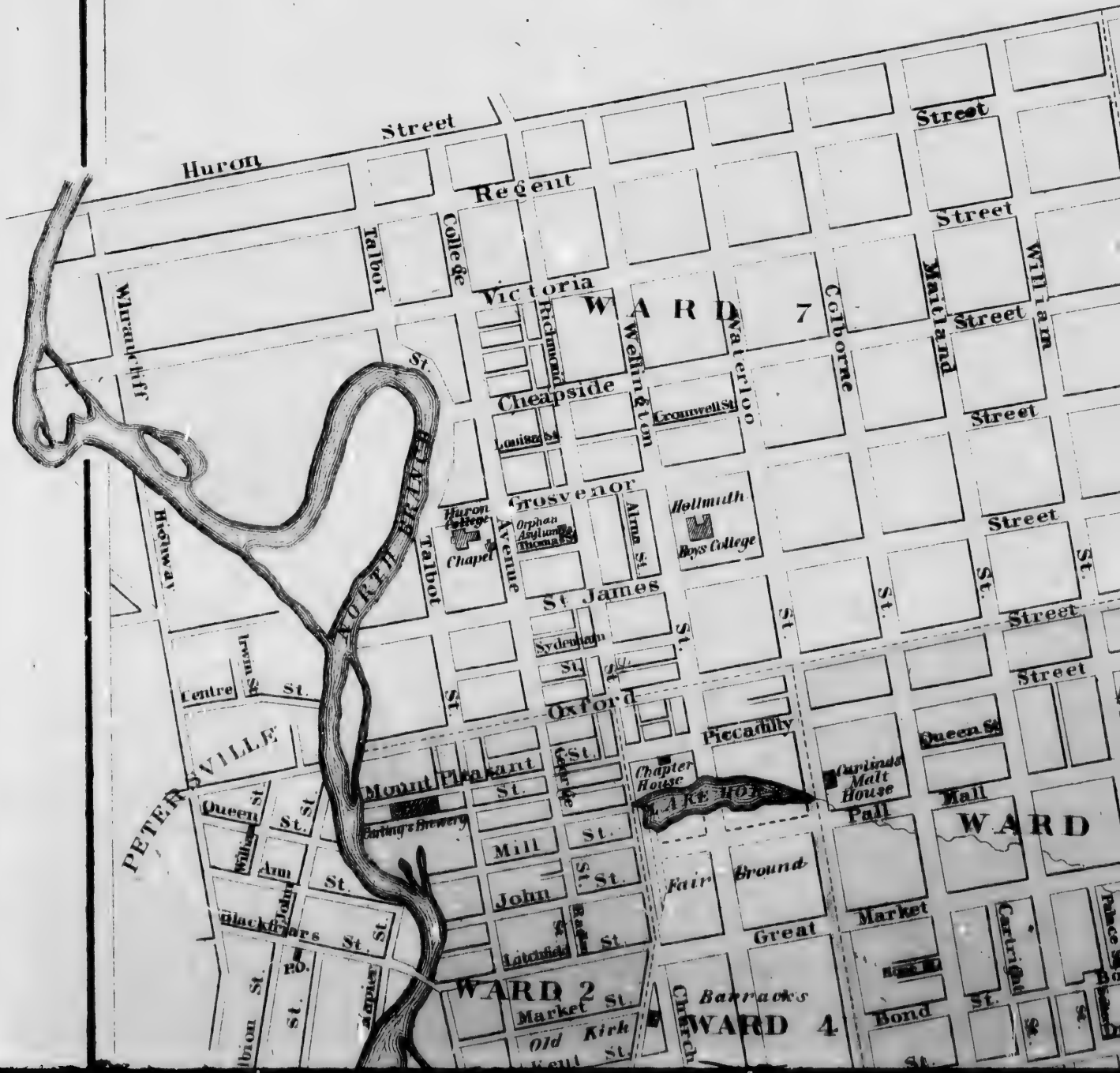
18
20
22
25
28
32
36
40
44
48
52
56
60
64
68
72
76
80
84
88
92
96
100

10
01





PLAN OF
LONDON,
Middlesex County,
ONTARIO.

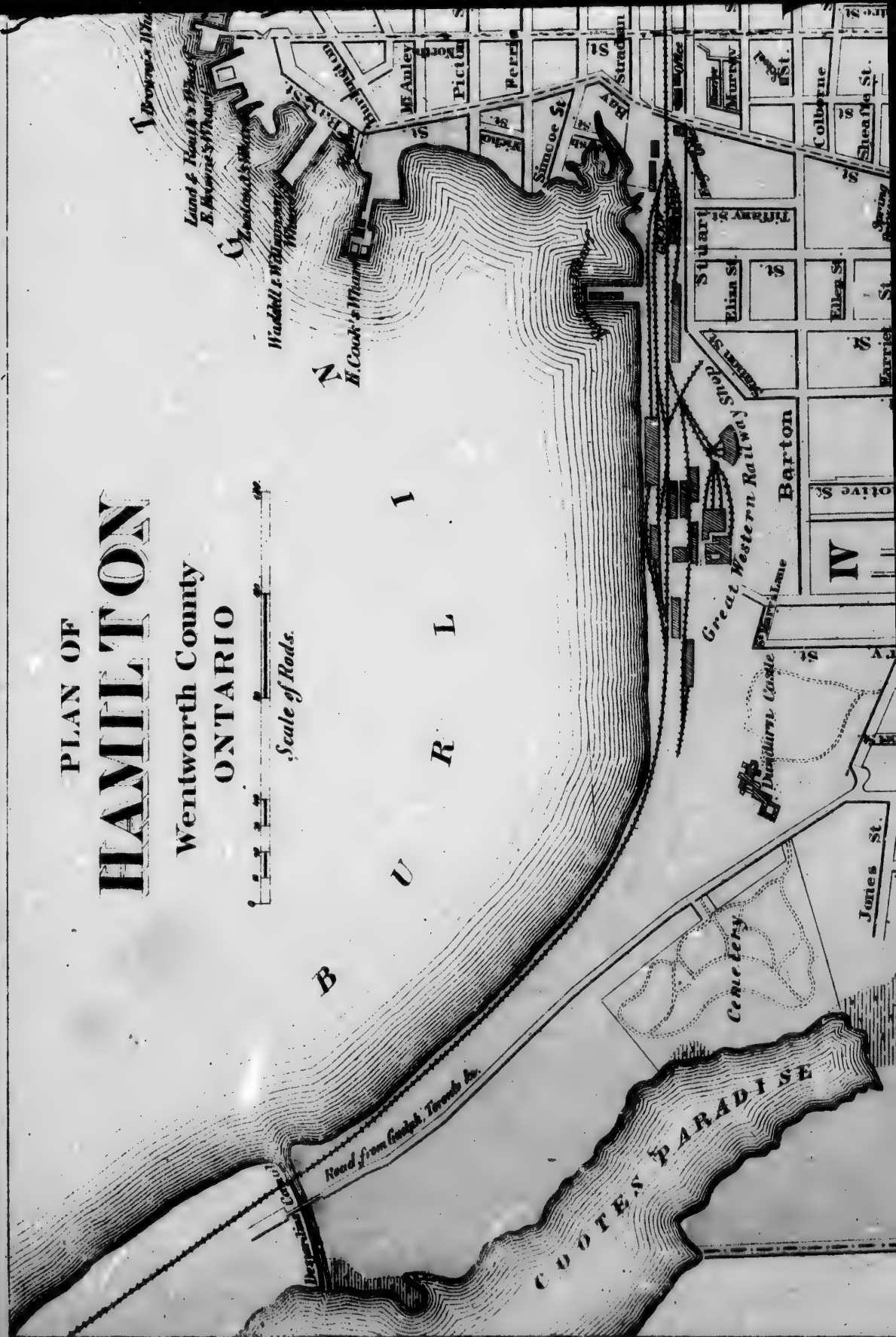




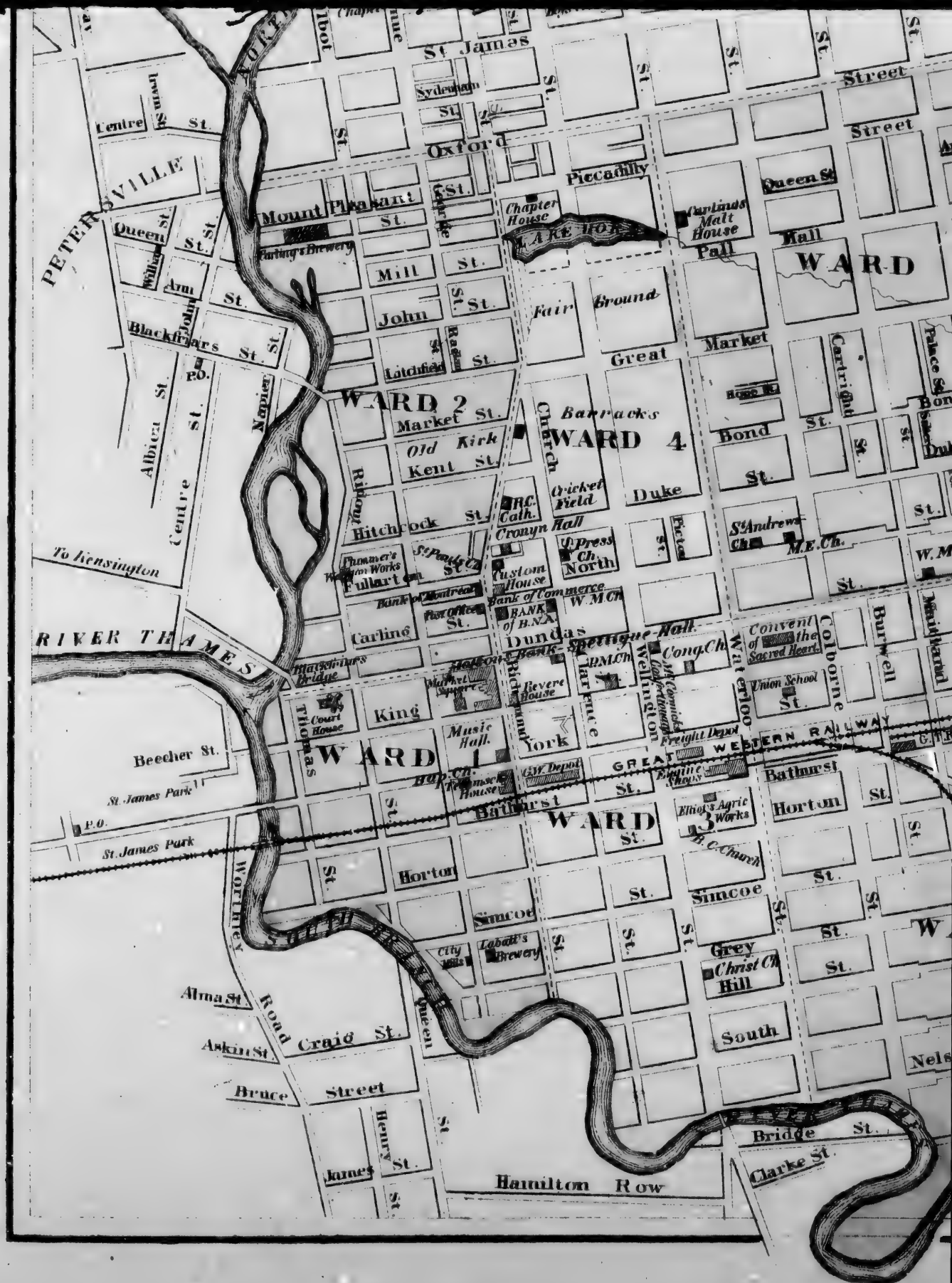
PLAN OF

**Wentworth County
ONTARIO**

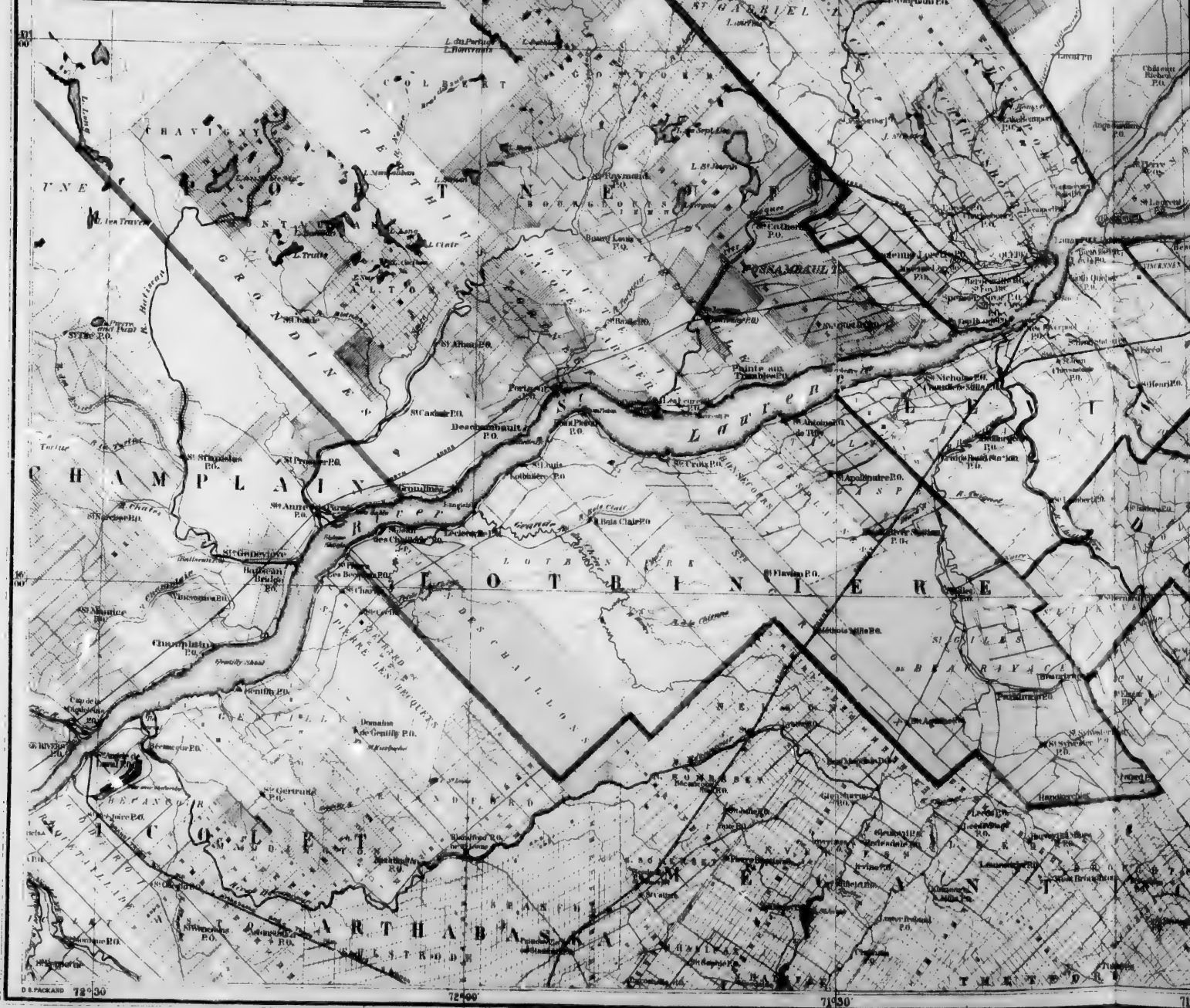
Scale of Rods.

















PROVINCE of QUEBEC







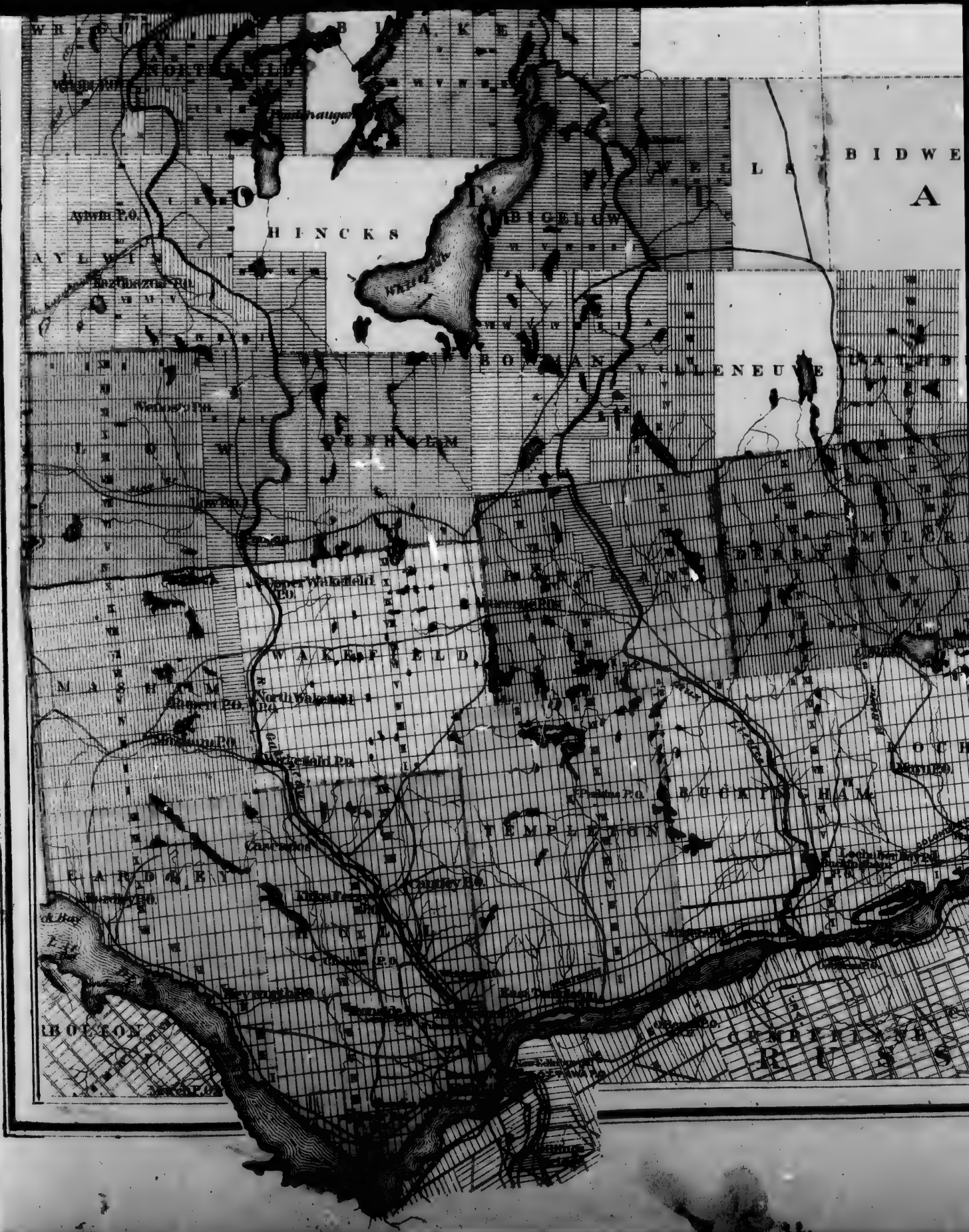


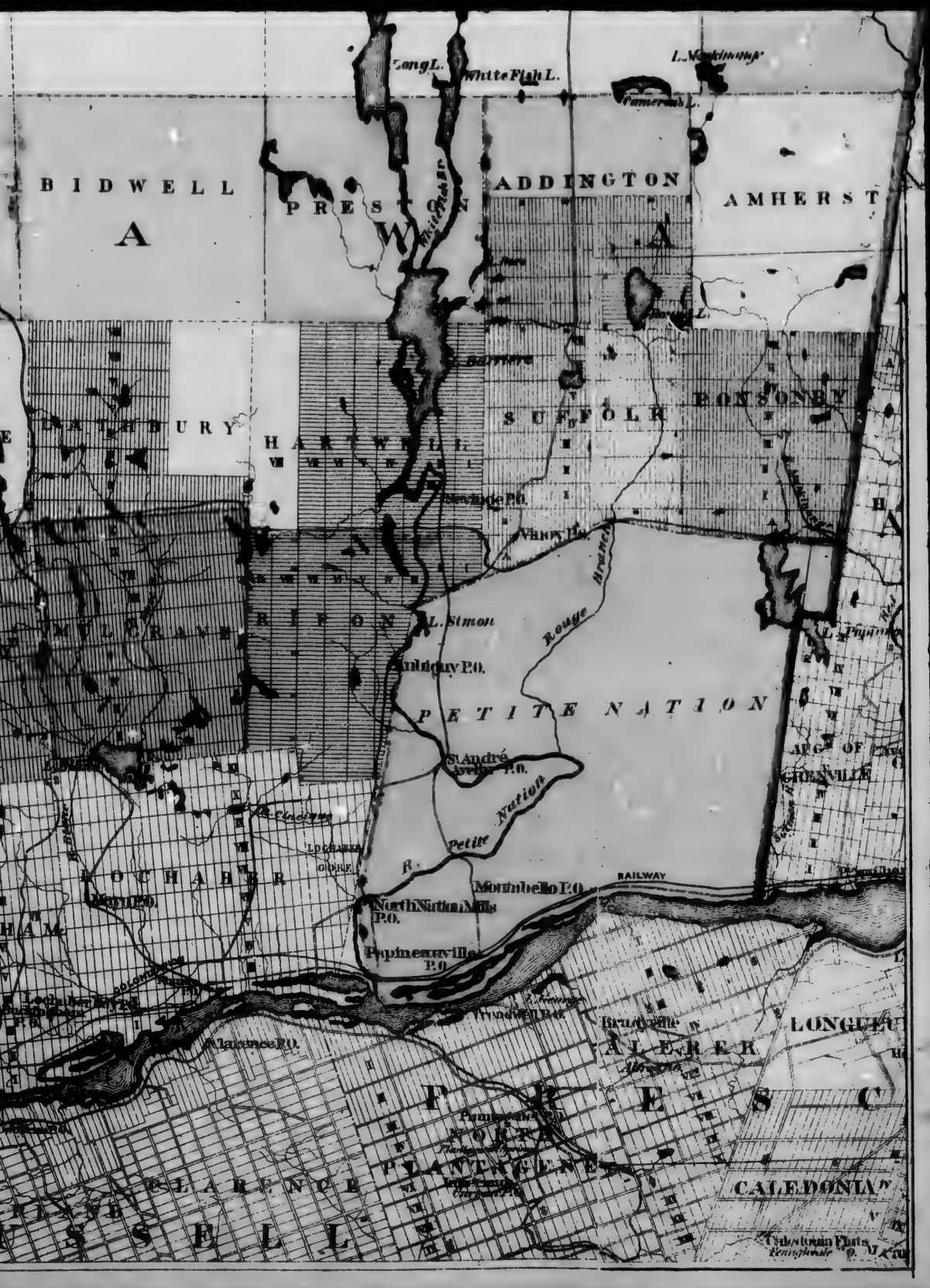
SHIRAZ OF THE DOMINION
COUNTY OF
PONTIAC

PROVINCE OF QUEBEC



Scale, Six Miles to an Inch.

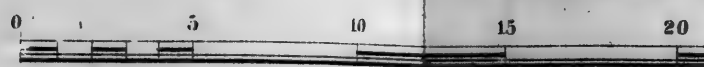




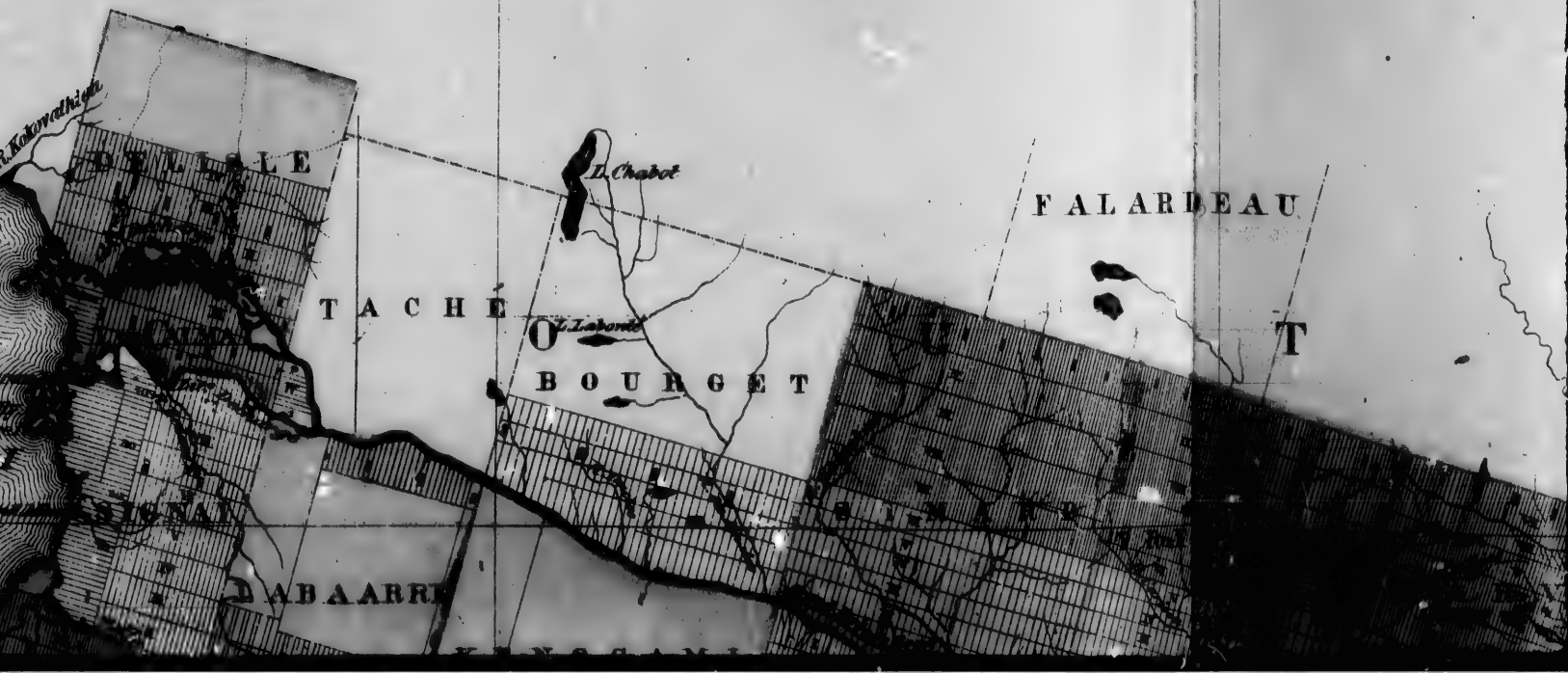
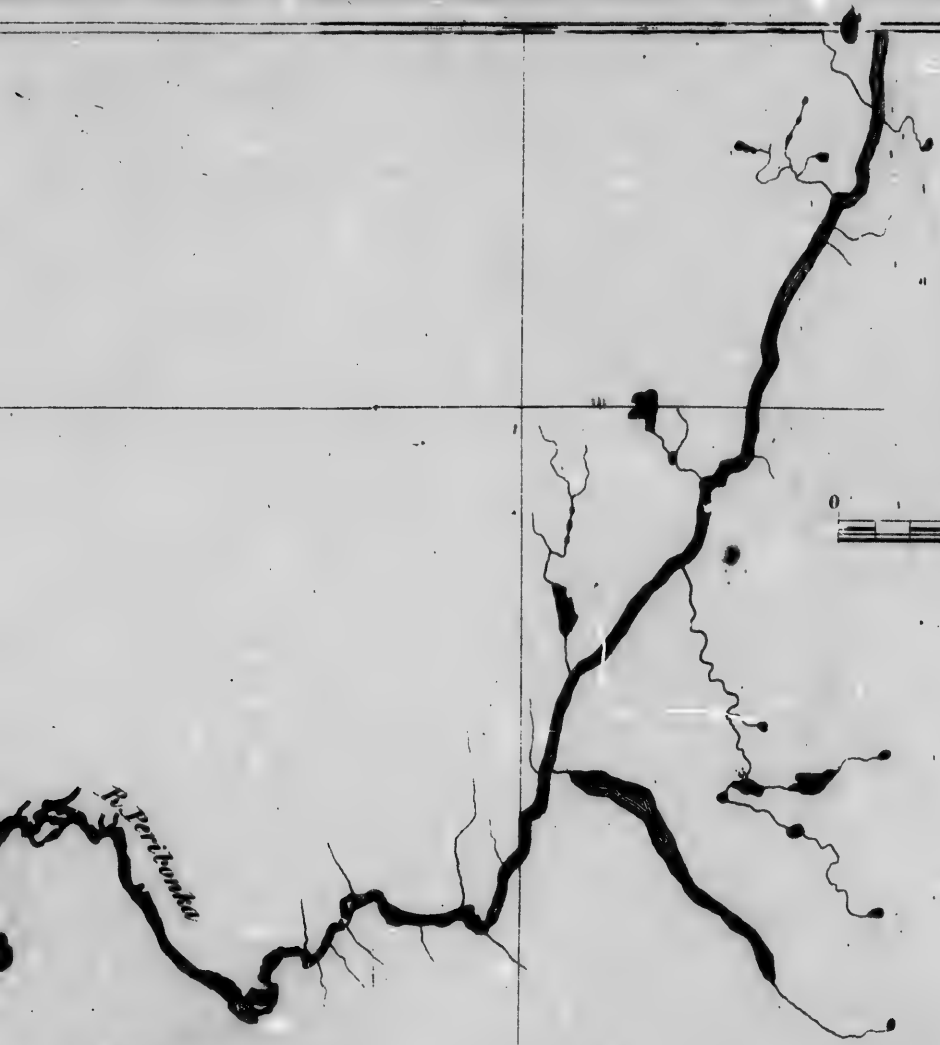


ATLAS OF THE DISTRICT OF
CHICOUTIMI COUNTY

CHICOUTIMI and part of
PROVINCE of QUEBEC



Scale, Six Miles to



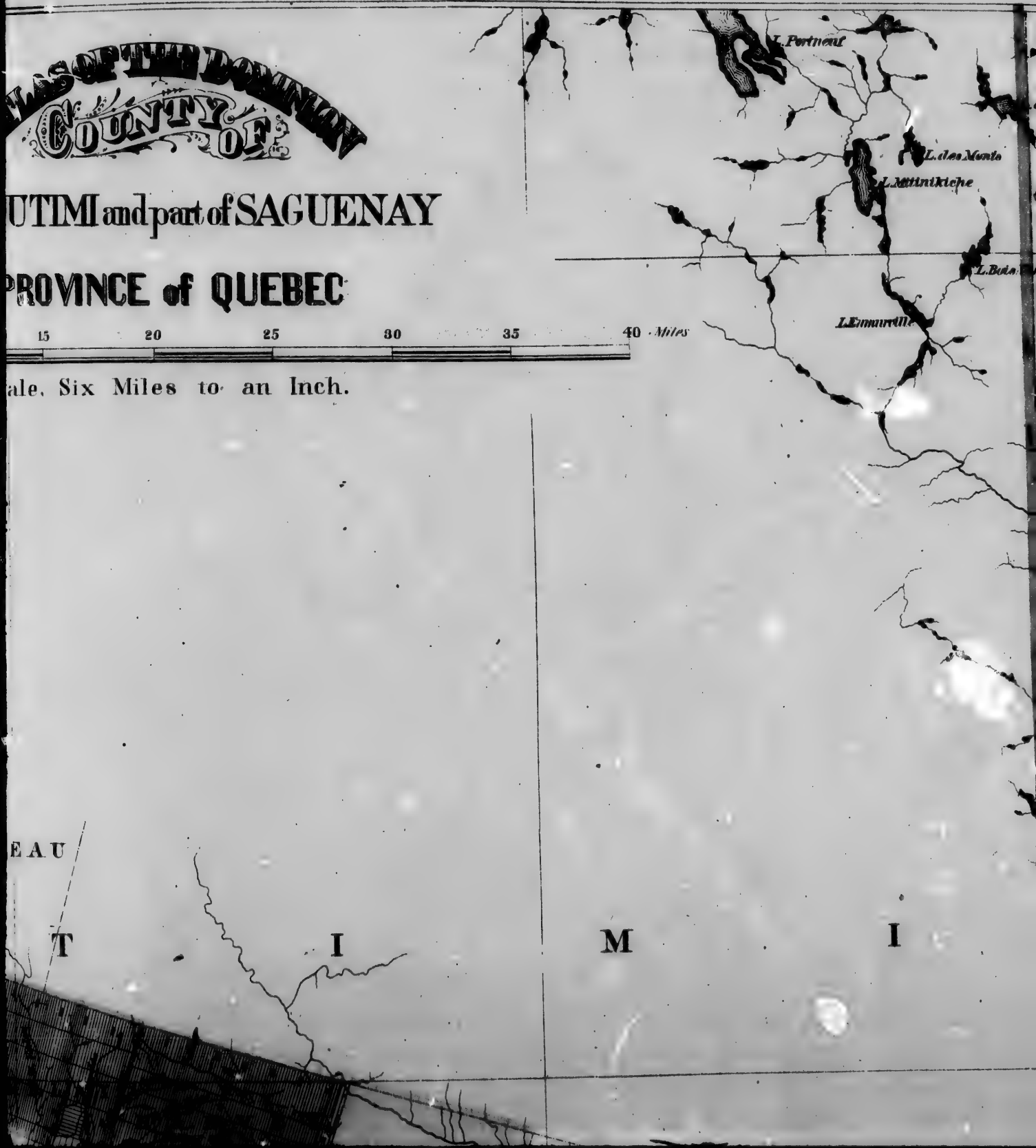
WAS OF THE DOMINION
COUNTY OF

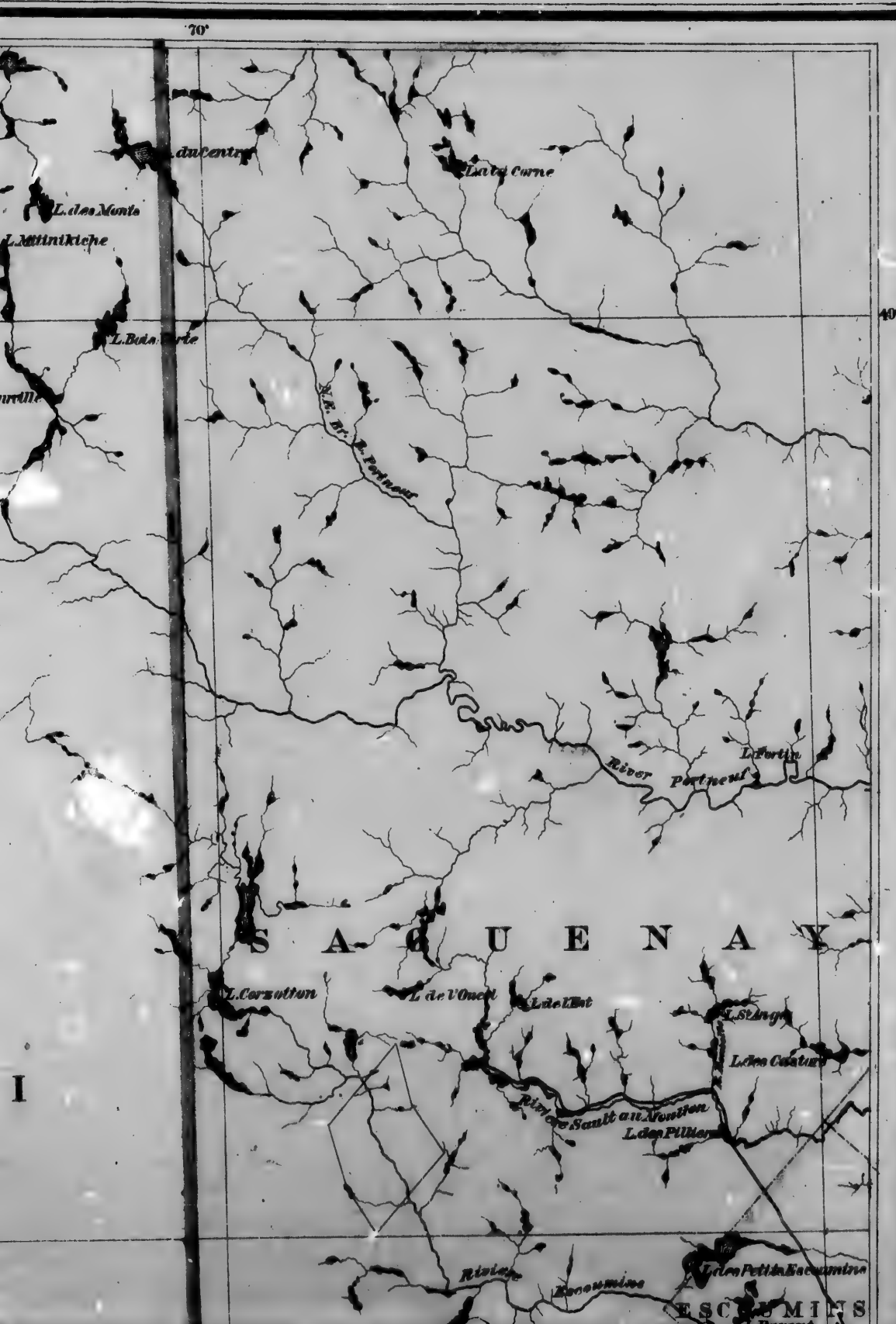
UTIMI and part of SAGUENAY

PROVINCE of QUEBEC



Scale, Six Miles to an Inch.

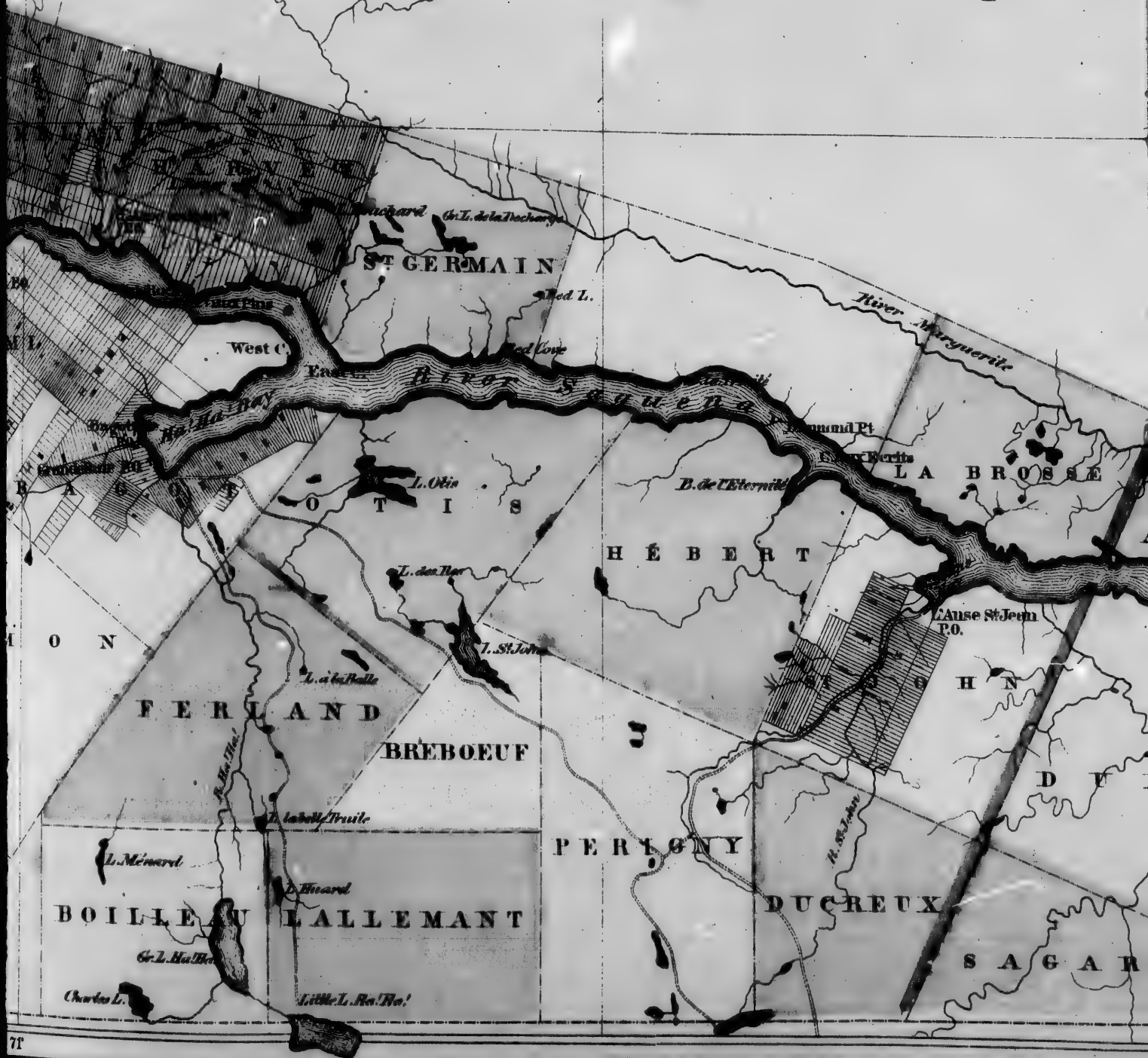








I





ATLAS OF THE DOMINION OF
WOLFE AND COMPTON
PROVINCE of QUEBEC

0 5 10 15
 Scale, Six Miles to an Inch.

46°
00'





DRAWN BY H. S. PACKARD.

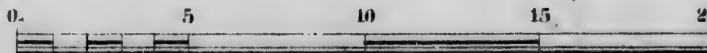




45°
30'

ATLAS OF THE DOMINION
COUNTIES OF

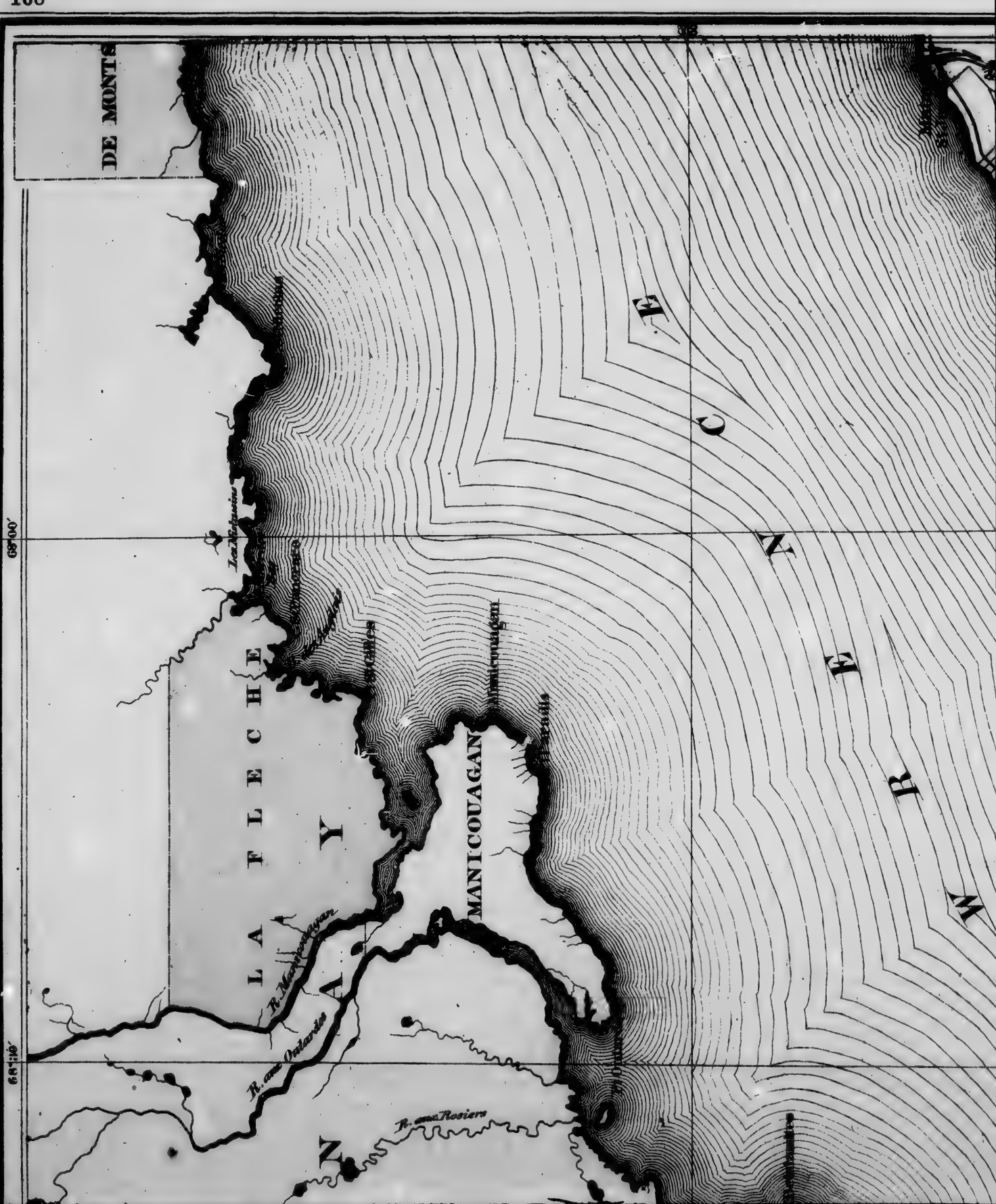
BEAUCE AND MEGANTIC
PROVINCE of QUEBEC

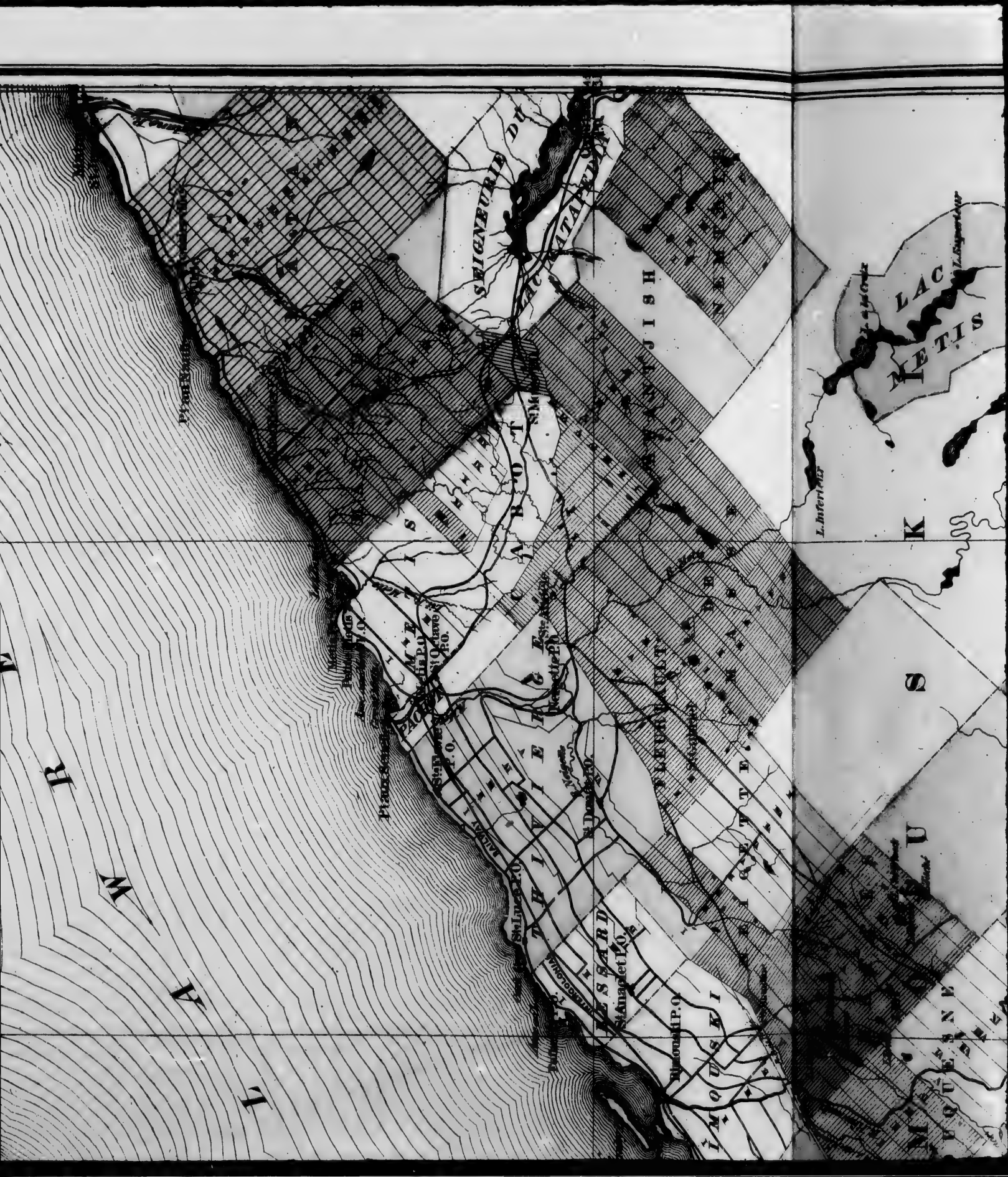


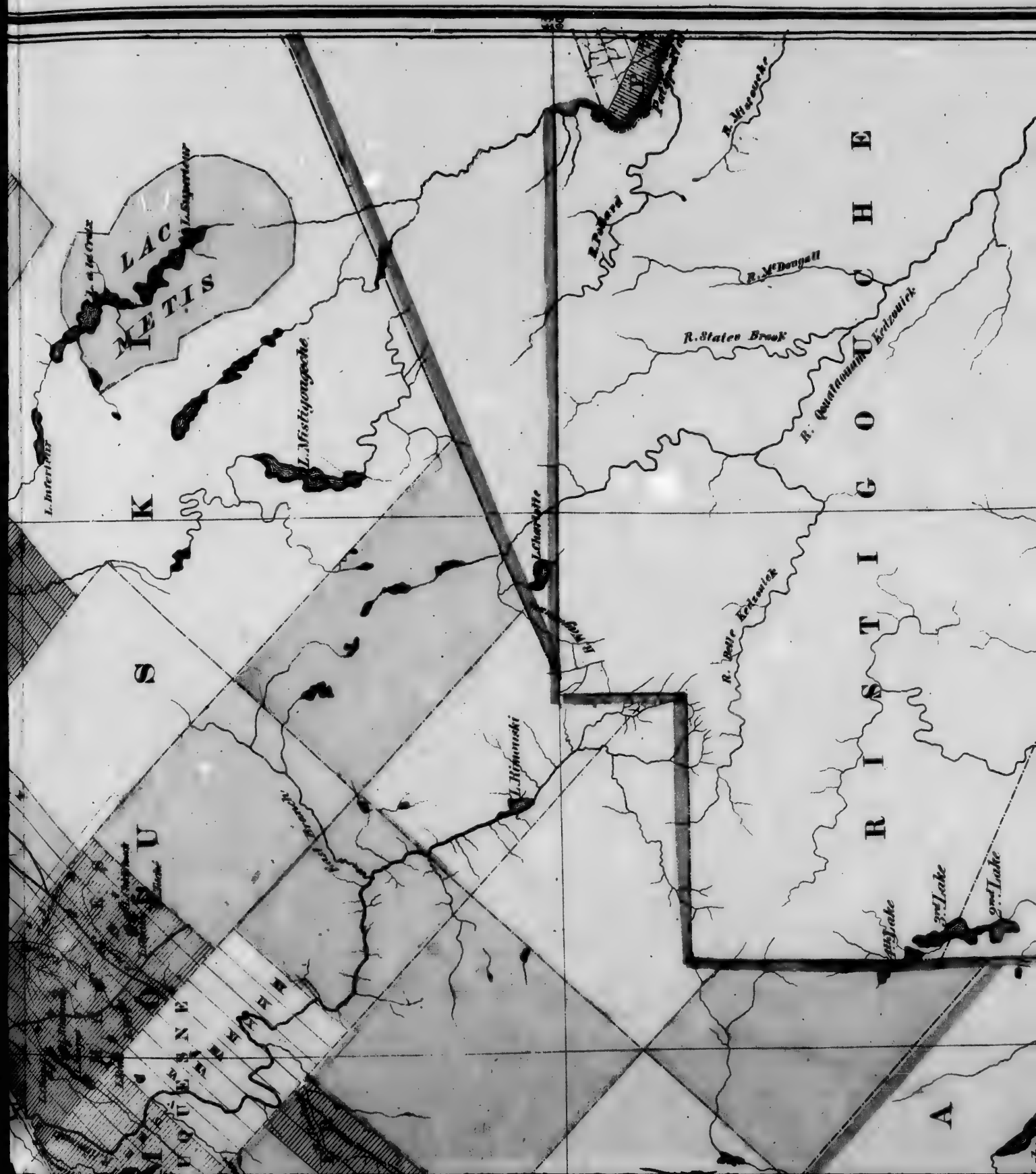
Scale, Six Miles to an Inch.

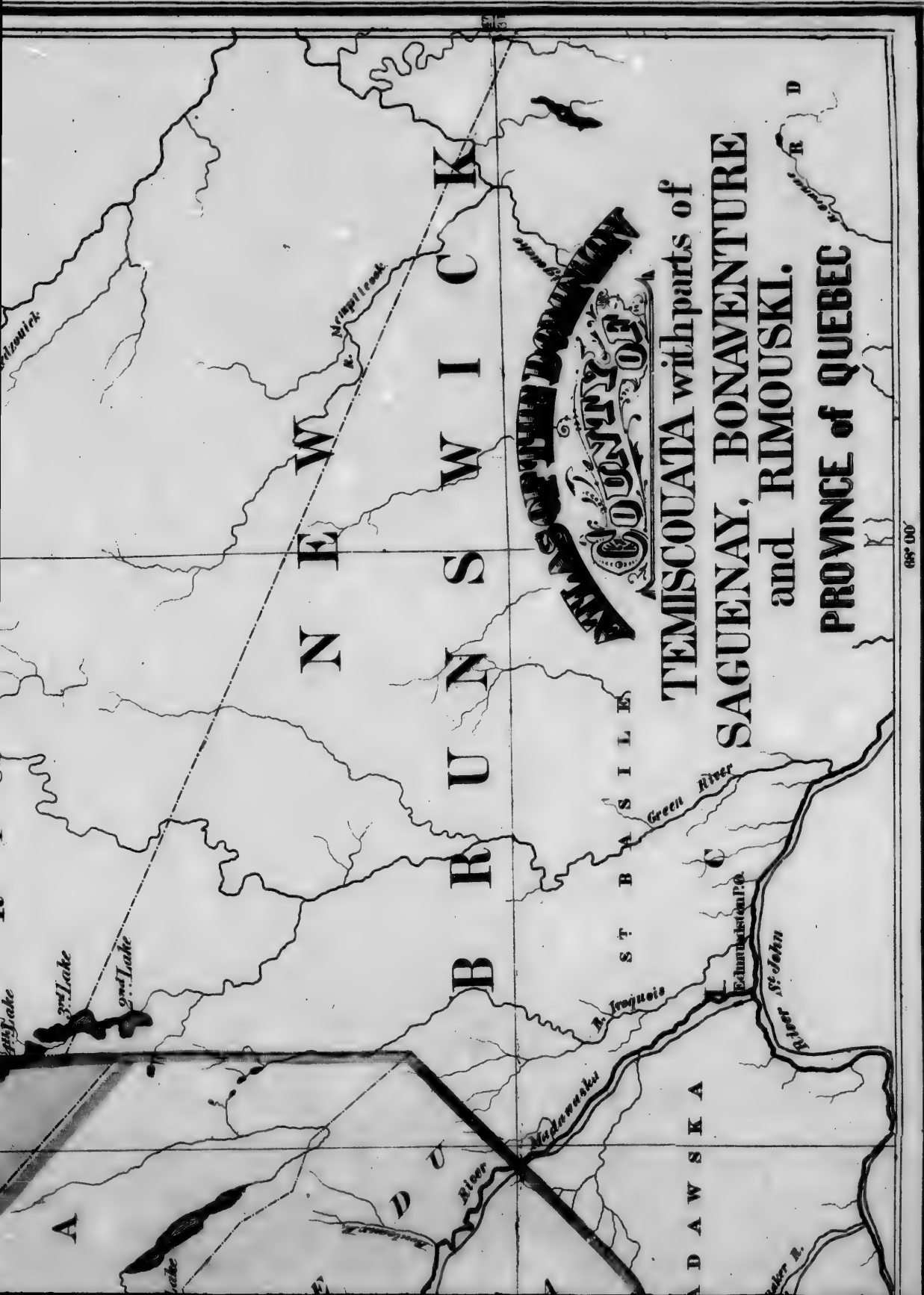
71900











68° 00'

68° 10'

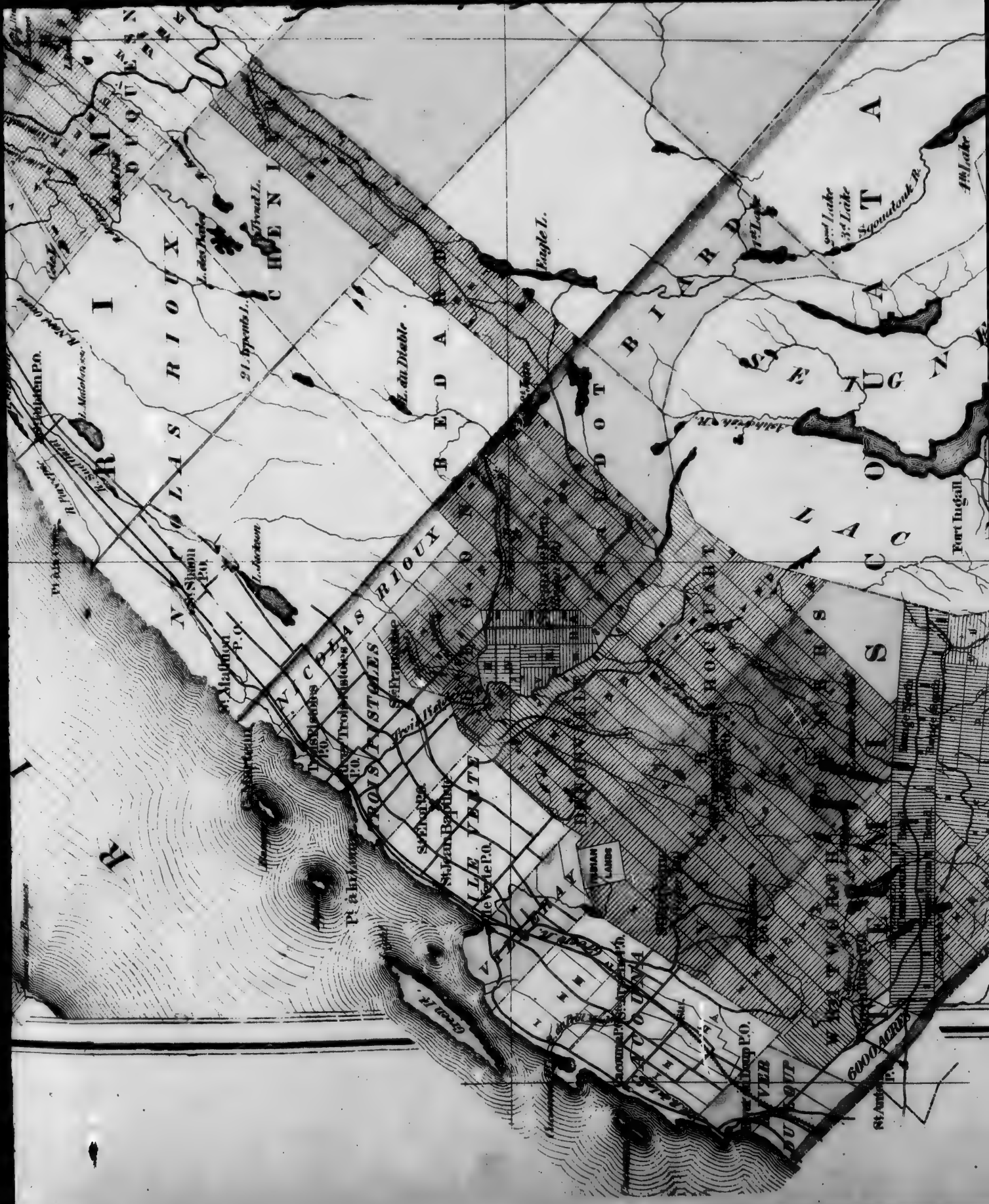
65° 00'

0. 5 10 15 20 25

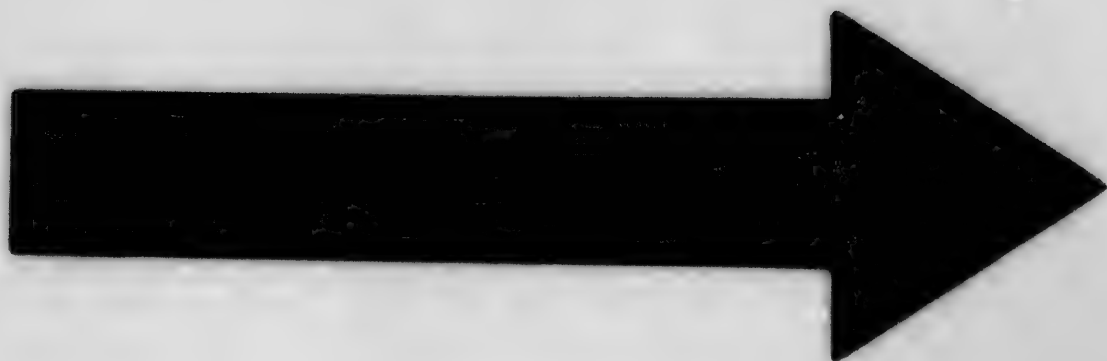
Scale Six Miles to an Inch.











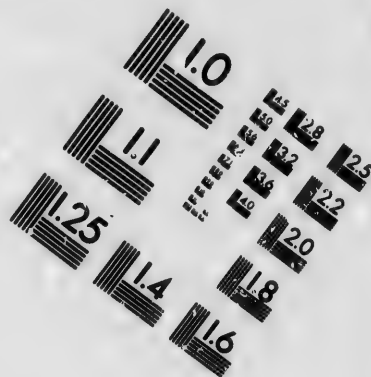
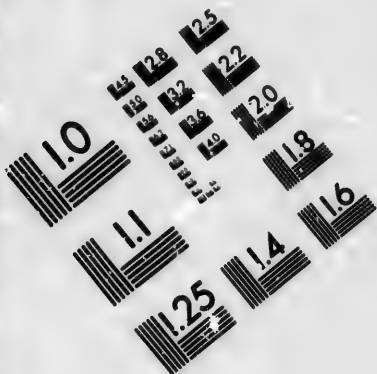
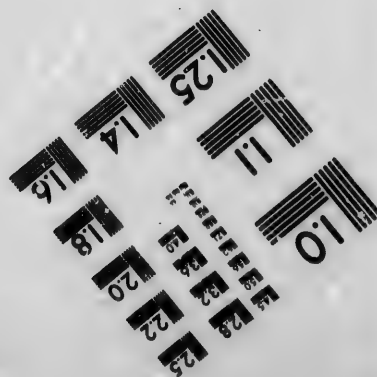
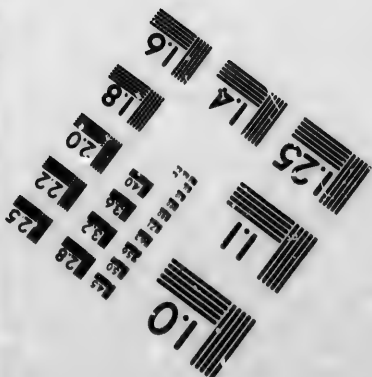
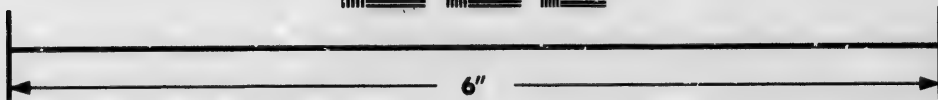
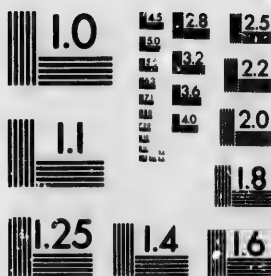


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

1.43 1.28 1.25
1.10 1.05 1.02
0.95 0.90 0.85
0.80 0.75 0.70
0.65 0.60 0.55
0.50 0.45 0.40
0.35 0.30 0.25
0.20 0.15 0.10
0.08 0.06 0.05

100
10
1
0.1
0.01
0.001

*Reduced by permission from the Map
by John C. Innes City Engineer
Scale 64 rods to an inch*

ATLAS OF THE DOMINION

PLAN

OF THE

CITY OF QUEBEC

FROM A DRAWING BY

PAUL COUSIN

1874

REFERENCES

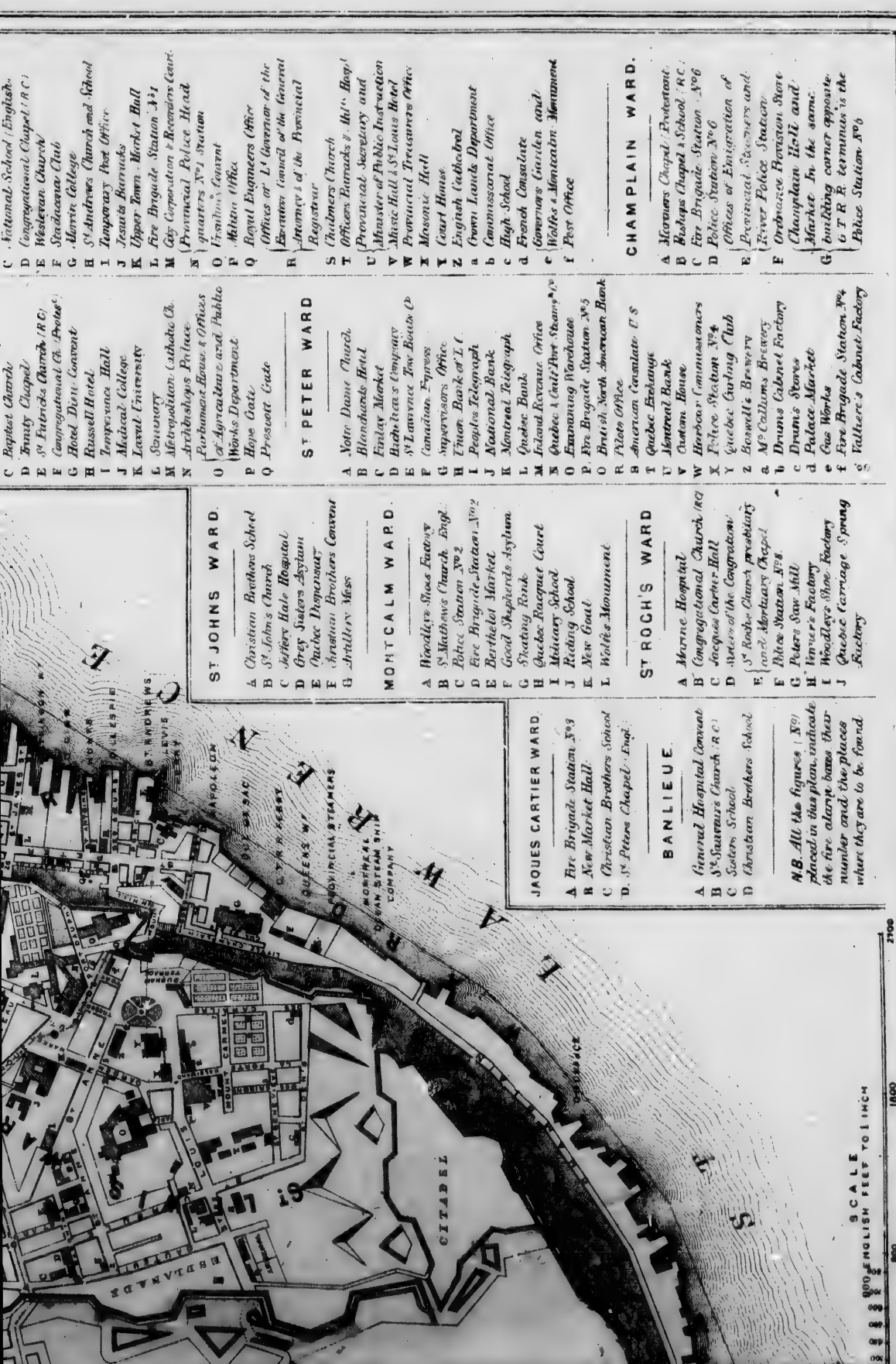
PALACE WARD

- A Palace Gate
- B Arsenal & Artillery Barracks
- C Baptist Church
- D Trinity Chapel
- E St. Francis Church (R.C.)
- F Congregational Ch. (Protes.)
- G Hotel Dieu, Convent
- H Russell Hotel
- I Temperance Hall
- J Medical College
- K Laval University
- L Seminary
- M Metropolitan Catholic Ch.

ST LEWIS WARD

- A John's Gate
- B Notre Dame Savings Bank
- C National School (English)
- D Congregational Chapel (R.C.)
- E Wesleyan Church
- F St. Jean's Club
- G Morris College
- H St. Andrews Church and School
- I Temporary Post Office
- J Jesuits Barracks
- K Upper Town Market Hall
- L Fire Brigade Station
- M City Corporation & Records Court





ST JOHN'S WARD.

- A Christian Brothers School
B St. John's Church
C Sisters Holy Hospital
D Grey Sisters Asylum
E Quebec Dispensary
F Christian Brothers Convent
G Brothers' Mess

MONTCALM WARD.

- A Woodlark Shoes Factory
B St. Mathews Church, Eng.
C Police Station No. 2
D Fire Brigade Station No. 2
E Berthelot Market
F Good Shepherd's Asylum
G Skating Rink
H Quebec Racequet Court
I Midway School
J Riding School
K New Goal
L Wolfe's Monument

STROCK'S WARD

- A Marine Hospital
B Congregational Church (RC)
C Jacques Cartier Hall
D Sisters of the Congregation
E St. Roch's Church, Protestant
F St. Roch's Mortuary Chapel
G Police Station No. 4
H Piers Saw Mill
I Vintners' Factory
J Woodlark Shoe Factory
K Quebec Carriage Spring Factory

JAQUES CARTIER WARD.

- A Fire Brigade Station No. 3
B New Market Hall
C Christian Brothers School
D St. Peter's Chapel, Eng.

BANLIEU.

- A General Hospital Convent
B St. Maur's Church (RC)
C Sisters' School
D Christian Brothers School

N.B. All the figures (N^o) placed in this plan, indicate the fire alarm boxes their number and the places where they are to be found

SCALE
1000 ENGLISH FEET TO 1 INCH
1800
2700

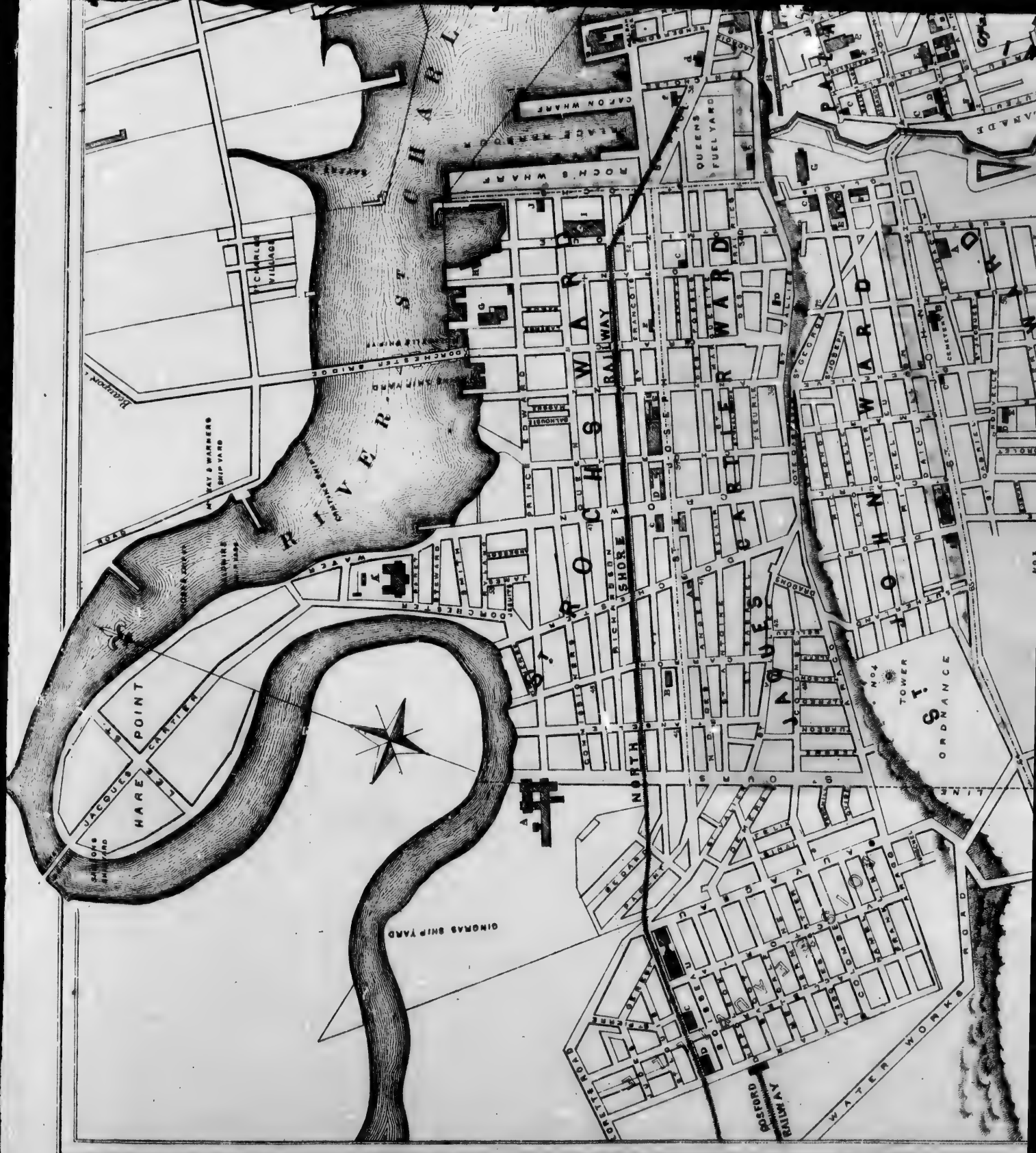
- C Baptist Church
D Trinity Chapel
E St. Patrick's Church (RC)
F Congregational Ch. (Protest.)
G Hotel Dieu Convent
H Russell Hotel
I Temperance Hall
J Medical College
K Laval University
L Seminary
M Metropolitan Catholic Ch.
N Archbishop's Palace
O Parliament House & Offices of Agriculture and Public Works Department
P Hope Gate
Q Prescott Gate

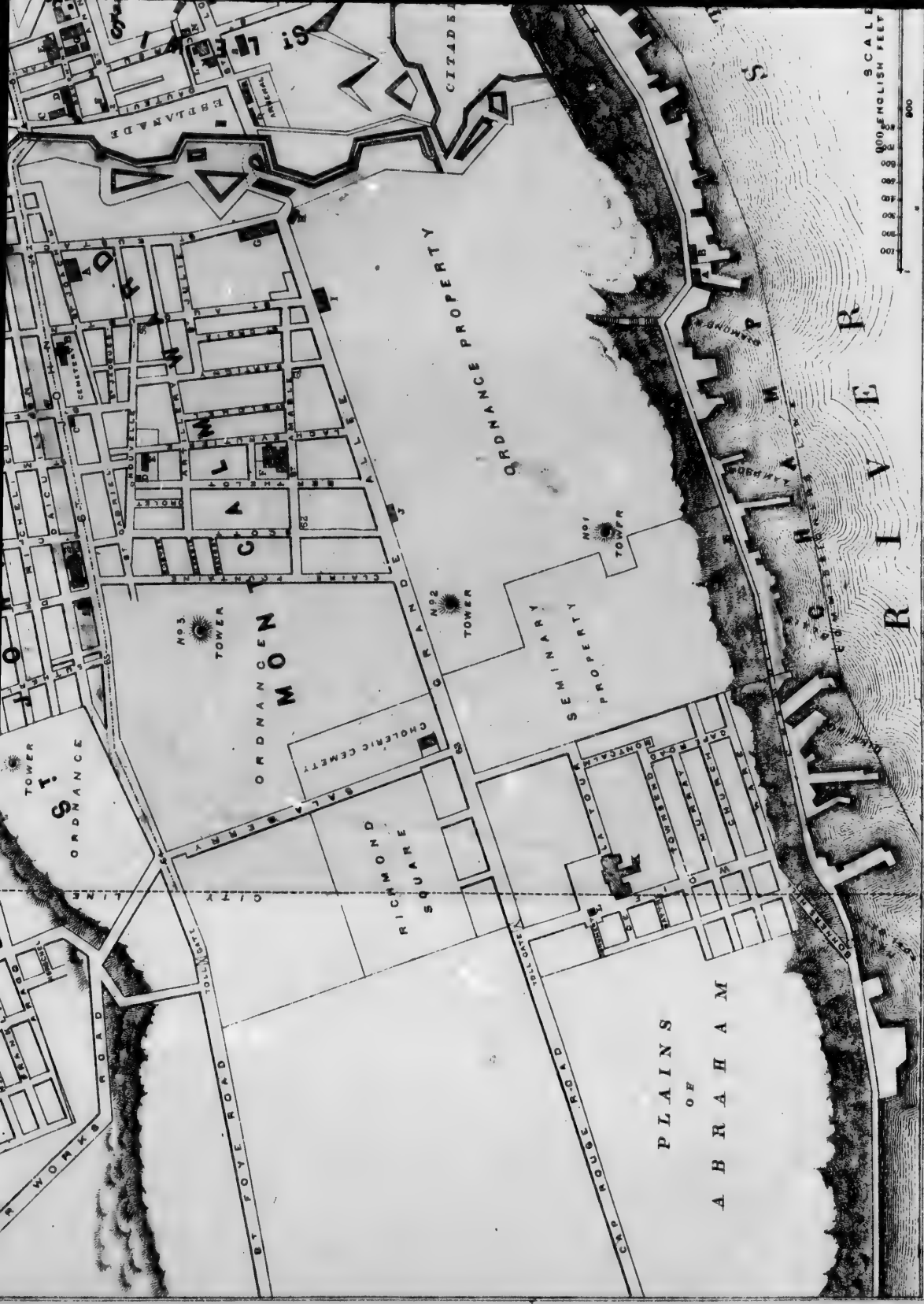
ST PETER WARD

- A Notre Dame Church
B Blandin's Hall
C Finlay Market
D Hutchins's Company
E St. Lawrence Tow Boat Co
F Canadian Express
G Supervisors' Office
H Union Bank of L.C.
I Peoples Telegraph
J National Bank
K Montreal Telegraph
L Quebec Bank
M Indian Revenue Office
N Quebec & Gulf Port Steamship Co
O Examining Warehouse
P Fire Brigade Station No. 5
Q British North American Bank
R Photo Office
S American Consulate U.S.
T Quebec Exchange
U Montreal Bank
V Custom House
W Harbour Commissioners
X Police Station No. 4
Y Quebec Curling Club
Z Bonwell's Brewery
a McCallum's Brewery
b Drum's Cabinet Factory
c Drums' Store
d Palace Market
e Gas Works
f Fire Brigade Station No. 4
g Vallerie's Cabinet Factory

CHAMPLAIN WARD.

- A Mariners Chapel, Protestant
B Bishops Chapel & School (RC)
C Fire Brigade Station No. 6
D Police Station No. 6
E Provincial Surveyors and Engineer's Office
F Ordnance Barracks Store
G Champlain Hall and March in the same building corner opposite G.T.R. terminus is the Police Station No. 6





Scale 1 inch = 1000 English feet

**ATLAS OF THE DISTRICT
COUNTY OF
GASPÉ, and parts of
BONAVENTURE and RIMOUSKI.
PROVINCE of QUEBEC**



Scale, Six Miles to an Inch.



30°



MONT L

CHRISTIE DUCHESNAYS

TOURELLE

CAP CHAT

MIEU

G

L. St Anne

S K I



St. James
St. Louis P.O.

St. Louis

St. James
St. Louis P.O.

MONT LOUIS

TASCHEREAU

LA
MADRIVE

DE NOUVE

St. James
St. Louis P.O.

GRAND VALLEE
DES MONTS

CLORIDON

R. La Madeleine

L. Humel

DE BEAUJEU

LAROCQUE

LA FORCE





LE PAGE

MATALIA

ASUPSCULA

ASSAMETQUAGAN

HISTIGO

MATAPELIA

M

Mission

Campbellton P.O.

INTERCOLONIAL







TIDE WEST FROM GREENWICH.

70° 00'

69° 30'



70° 30'

LONGITUDE WEST FROM GREENWICH





SHIRAZ OF THE DOMINION
COUNTIES OF



CHARLEVOIX and KAMOURASKA

PROVINCE of QUEBEC



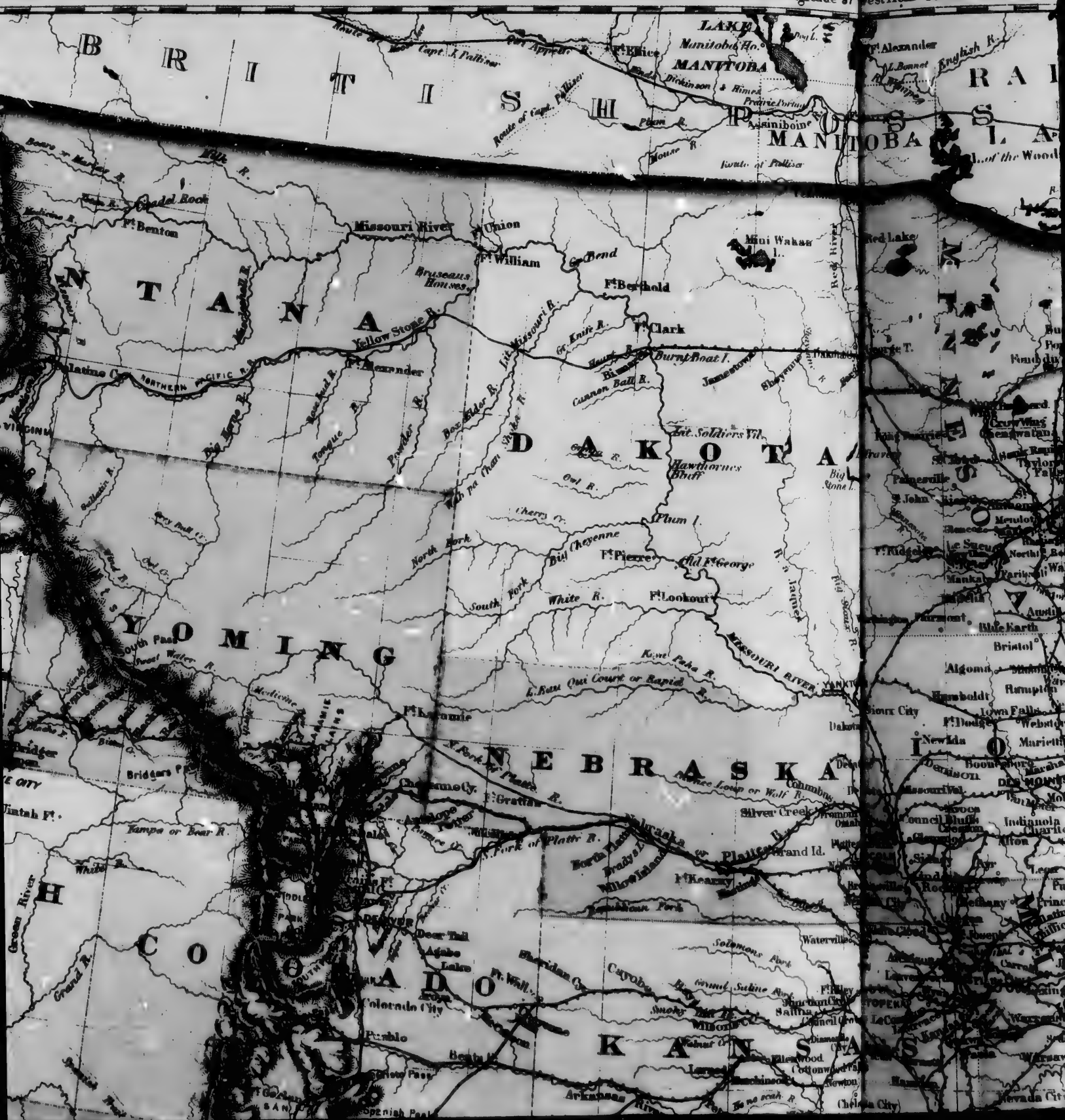
Scale, Six Miles to an Inch.



71° 00'

70° 30'





West from 95 Greenwich 93

91

89

87

85

83

81

79

RAINY LAKE

PROPOSED CANADA PACIFIC R. R.

of the Woods

R. la Seine

Black B.

Thunder L.

W. Williams

Red Lake

Waterville

Burlington

Buchanan

Howard

Manly

St. John

St. Louis

St. Charles

St. Mary

St. Peter

St. Cloud

St. James

St. Anthony

St. Joseph

St. Benedict

St. Elizabeth

St. Agnes

St. Rose

St. Ann

St. Mary's

St. John's

St. Peter's

St. Charles

St. Louis

St. Mary

St. Joseph

St. Benedict

St. Elizabeth

St. Agnes

St. Rose

St. Ann

St. Mary's

St. John's

St. Peter's

St. Charles

St. Louis

St. Mary

St. Joseph

St. Benedict

St. Elizabeth

St. Agnes

St. Rose

St. Ann

St. Mary's

St. John's

St. Peter's

St. Charles

St. Louis

St. Mary

St. Joseph

St. Benedict

St. Elizabeth

St. Agnes

St. Rose

St. Ann

St. Mary's

St. John's

St. Peter's

St. Charles

St. Louis

St. Mary

St. Joseph

St. Benedict

St. Elizabeth

St. Agnes

St. Rose

St. Ann

St. Mary's

St. John's

St. Peter's

St. Charles

St. Louis

St. Mary











Entered according to Act of Congress in the year 1873 by G. W. S. C. C. in the Office of the Librarian of Congress at Washington.

18 Longitude West 16 from Washington 14

12

10

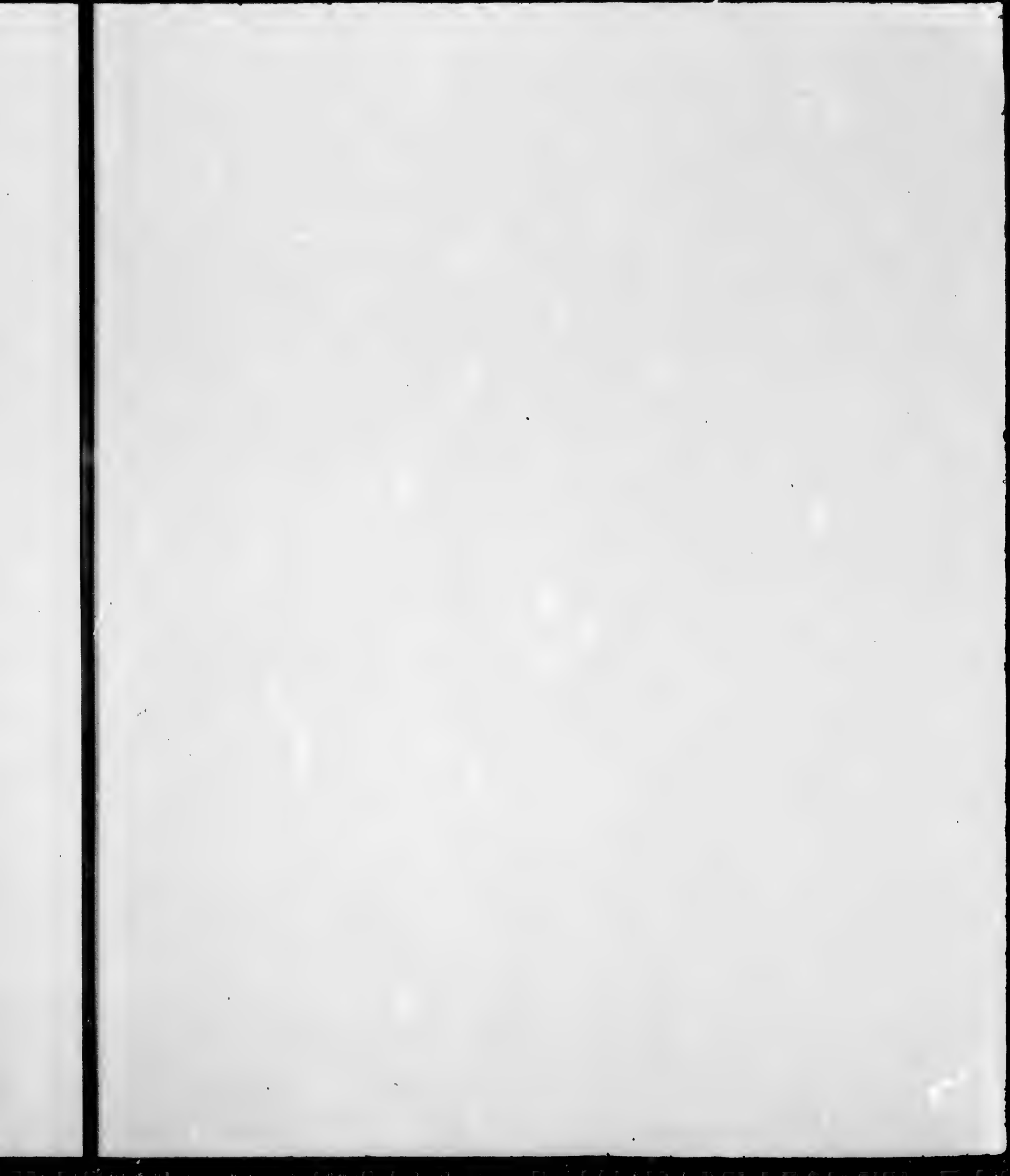
8



**MAP OF THE
UNITED STATES
OF AMERICA**

36
34
32
30
28
26

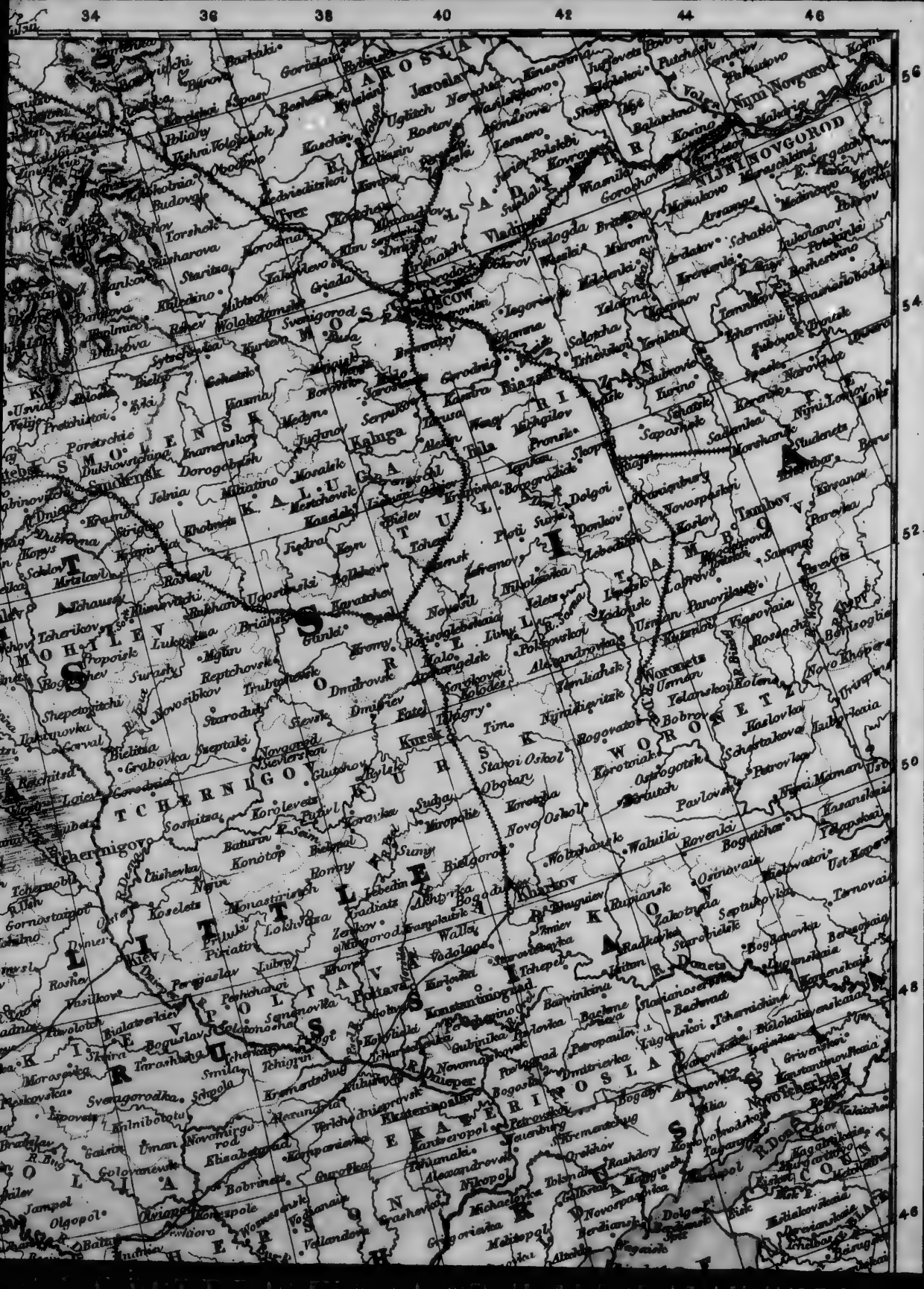
Scale of Washington.
8











BY
J. PINKERTON
LONDON 1873.









CITIES

In the
has a Money
thus.—Alex
Station

In the
The t
The f
by permission
Name

NAME

Brockville and
(Perth Br
Canada Cont
Canada Southe
(St. Clair
(Niagara I
Carillon and G
Central Verm
(Northern
Cobourg, Peto
European and
(Frederic
Grand Trunk
(Arthurs
(Montrea
(Montrea
(Riviere d
(London I
(Buffalo J
Great Western
(Air Line
(Toronto
(Brantfor
(Wellingt
(Sarnia B

Aberarder, P
Aberfoyle, P
Abingdon, P
Aboyns, (P.O.
Acacia, P. O.
Acton, P. O.
Adam: Corne
Adams (Shan
Adamsville, C
Adaro, P. O.
Addison, P.
Adelaide, P.
Admaston, I
Adolphustown
Agincourt, P.
Ailsa Craig
Amleyville,
Alroy (Alb
Airth, P. O.
Albion, P.
Albion, P. O.
Albion Mills
Albury, P. O.
Aldborough
Aldershot, P.
Alderville, I
Alexandria,
Alfred, P. O.
Algonquin,
Alinaville, I
Allanbank,
Allanburg, I
Allandale, C
Allan Park,
Allan Mills

LIST OF CITIES, VILLAGES, POST OFFICES AND RAILWAY STATIONS

IN THE PROVINCE OF ONTARIO.

STATING MEANS OF ACCESS, APPROXIMATE NUMBERS OF POPULATION, ETC.

EXPLANATIONS.

In the first column, are given the names of the Cities and Villages of the Province. To those having Post Offices, P. O. is added. If the place has a Money Order Post Office, it is given in italics, thus,—*Acton Vale, P.O.*, and if the Post Office is also a Savings Bank, the **P.O.** is in full-faced type, thus,—**Alexandria, P.O.** Names of County seats are in large capitals, thus,—KINGSTON. R'y Sta. denotes Railway Station; Tel. Sta. Telegraph Station.

In the second column will be found the abbreviated name of the most accessible Railway, or the full name of the nearest Lake or Navigable River.

The third column gives the nearest Railway Station with its distance in miles (m.)

The fourth and fifth columns give the Township and County in which the place is located, and the sixth column, the estimated population, taken, by permission, from *Lowell's News Gazetteer*. The seventh column indicates the page of the Atlas where the place is represented.

Names of Railroads are abbreviated as follows:

NAMES OF RAILWAYS AND BRANCHES.	ABBREVIATIONS.	NAMES OF RAILWAYS AND BRANCHES.	ABBREVIATIONS.
Brockville and Ottawa. (Perth Branch.)	B. & O. R'y. (P. Br.)	(London and Port Stanley Branch)	(L. & Pt. S. Br.)
Canada Central.	C. C. R'y.	(Welland Division.)	(Wel. Div.)
Canada Southern.	C. S. R'y.	(Allanburg Branch.)	(Al. Br.)
(St. Clair Division.)	(St. Cl. Div.)	(Petroli Branch.)	(Pet. Br.)
(Niagara Division.)	(Niag. Div.)	Hamilton and Lake Erie.	H. & L. E. R'y.
Carillon and Grenville.	C. & G. R'y.	Intercolonial	Int. R'y.
Central Vermont.	Cent. Vt. R. R.	(Pictou Branch.)	(Pic. Br.)
(Northern Division.)	(Nor. Div.)	(Shediac Branch.)	(Shed. Br.)
Cobourg, Peterboro' and Marmora.	C. P. & M. R'y.	Lewis and Kennebec.	Lov. & Ken. R'y.
European and North American.	Eu. & N. Am. R'y.	Massachusetts Valley.	M. V. R'y.
(Fredericton Branch.)	(Fred. Br.)	Midland	Mid. R'y.
Grand Trunk.	G. T. R'y.	(Lakeside Branch.)	(L. Br.)
(Athabaska and Three Rivers Branch.)	(Ar. & T. R'y.)	New Brunswick and Canada.	N. B. & Can. R'y.
(Montreal, Lachine and Province Line.)	(M. L. & P. Line.)	(St. Stephen Branch.)	(St. Step. Br.)
(Montreal, St. John's and Rouse's Point.)	(M. St. J. & R. P.)	(Boulton Branch.)	(Boul. Br.)
(Riviere du Loup Division.)	(R. du L.)	Northern	N. R'y.
(London Branch.)	(Lond. Br.)	(Muskoka Branch.)	(Musk. Br.)
(Buffalo & Lake Huron Division.)	(B. & L. H. Div.)	Saint Lawrence & Ottawa.	St. L. & O. R'y.
Great Western.	G. W. R'y.	Saint Lawrence and Indultry.	St. L. & I. R'y.
(Air Line Division.)	(Air Line.)	South Eastern	S. E. R'y.
(Toronto Branch.)	(T. Br.)	(Sorol Branch.)	(Sor. Br.)
(Brantford Branch.)	(Brant Br.)	Toronto, Grey and Bruce.	T. G. & B. R'y.
(Wellington and Grey and Bruce, Main Line.)	(W. G. & B. M. L.)	(Western Division.)	(W. Div.)
(Wellington, Grey and Bruce, South Extension.)	(W. G. & B. S. Ex.)	Toronto and Nipissing.	T. & N. R'y.
(Sarnia Branch.)	(Sar. Br.)	Whitby and Port Perry.	W. & Pt. P. R'y.
		Windsor and Annandale.	W. & A. R'y.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Abercrombie, P. O.	G. T. R'y.	Cambridge, 5 m.	Plympton	Lambton	100	134
Aberfoyle, P. O.	G. T. R'y.	Guelph, 7 m.	Paslinch	Wellington	150	135
Abingdon, P. O.	G. T. R. & W. R. C. S. R.	Canfield, 8 m.	Caistor	Lincoln	150	139
Aboyne (P. O. at Elora).	G. W. R. (W. G. & B. M. L.)	Elora	Nichol	Wellington	70	135
Aconia, P. O.	G. W. R'y (Air Line.)	Tilsbury, 3 m.	Middleton	Norfolk	700	150
Acton, P. O., R'y and Tel. Sta.	G. T. R'y.	Esquesing	Esquesing	Halton	100	140
Adams Corners.	Mid. R'y.	Campbell's Crossing, 1 m.	Hope	Durham	70	156
Adams (Shanty P. O.).	St. L. & O. R'y.	Spencerville, 7 m.	Edwardsburgh	Grenville	250	156
Adamsville (See Glen Tay).			Bathurst	Lanark		156
Adara, P. O.	G. T. R'y.	Lucan, 5 m.	McMillan	Middlesex	200	156
Addison, P. O.	B. & O. R'y.	Bellamy, 7 m.	Elizabethtown	Leeds	150	156
Adelaide, P. O.	G. W. R'y.	Strathroy, 7 m.	Adelaide	Middlesex	150	154
Admaston, P. O.	C. C. R'y.	Renfrew, 6 m.	Admaston	Renfrew	50	144
Adolphustown, P. O.	G. T. R'y.	Napanee, 6 m.	Adolphustown	Lenox	50	150
Agincourt, P. O., R'y and Tel. Sta.	T. & N. R'y.		Scarborough	York	750	134
Aika Craig, P. O., Tel. and R'y Sta.	G. T. R'y.		East Williams	Middlesex	1000	135
Amleyville (Aldborough, P. O.).	G. W. R'y (W. G. & B. S. E.)	Rodney, 4 m.	Grey	Elgin	150	134
Airle, P. O.	N. R'y.	New Lowell, 8 m.	Mulmur	Simcoe	700	151
Alberton, P. O.	G. W. R'y.	Copetown, 6 m.	Ancaster	Wentworth	1000	138
Albion, P. O.	E. & L. E. R'y.	Bolton, 2 m.	Albion	Peel	1000	138
Albion Mills or Albionville.	G. T. R'y.	Rymal, 3 m.	Barton	Wentworth	100	144
Albury, P. O.	G. T. R'y.	Belleville, 9 m.	Ameliasburg	Prince Edward	150	134
Aldborough, P. O.	C. S. R'y.	Rodney, 4 m.	Aldborough	Elgin	150	138
Aldershot, P. O.	G. W. R'y.	Watertown, 2 m.	East Hamborough	Northumberland	200	140
Alderville, P. O.	C. P. & M. R'y.	Harwood, 7 m.	Lochiel	Glenora	800	157
Alexandria, P. O. and Tel. Sta.	G. T. R'y.	Lancaster, 13 m.	Alfred	Prescott	70	157
Alfred, P. O.			Aurora	Grenville	100	156
Algonquin, P. O.	G. T. R'y.	Maitland, 5 m.	East Zorra	Oxford	100	138
Alnaville, Strathallan, P. O.	G. W. R'y.	Woodstock, 7 m.	Seymour	Northumberland	300	139
Allanbank, (Rylstone P. O.).	G. T. R'y.	Trouton, 22 m.	Thorold	Welland	200	140
Allanburg, P. O., R'y and Tel. Sta.	G. W. R'y.	Peterborough, 9 m.	Obonabee	Peterborough	70	143
Allandale, (Lang, P. O.).	Mid. R'y.	Walkerton, 13 m.	Bentins	Grey	40	144
Allan Park, P. O.	T. G. & B. R'y.	Napanee, 6 m.	Hungerford	Hastings		
Allan Mills (Maribank, P. O.).	G. T. R'y.					



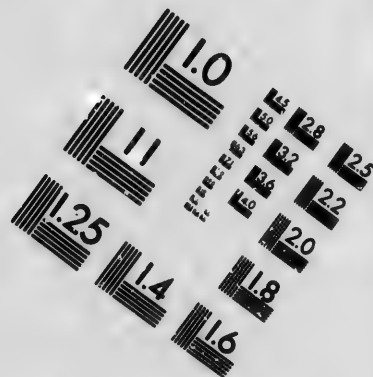
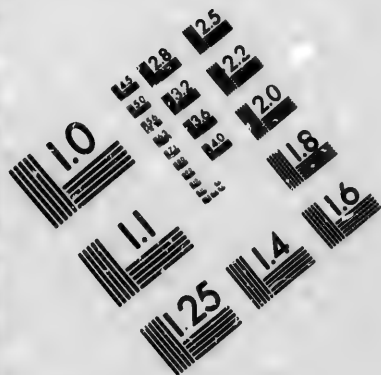
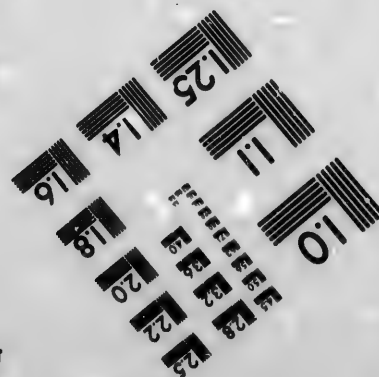
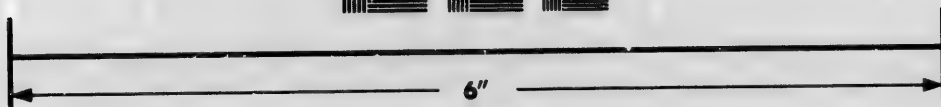
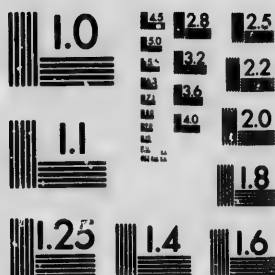


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14590
(716) 872-4503

128
132
125
22
20
9

10
01

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER. PAGE.
Allans Mills, P. O.	B. & O. Ry. (P. Br.)	Perth, 7 m.	North Burgess	Lanark	50	156
Alendale, F. O., Tel. and Ry. Sta.	Nor. Ry.		Innisfil	Simcoe	200	151
Alexandria, P. O.	G. T. Ry.	Lancaster, 18 m.	Lochiel	Glengary	800	157
Alfred, P. O.	G. T. Ry.	Lancaster, 38 m.	Alfred	Prescott	70	157
Allenford, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Southampton, 10 m.	Amable	Bruce	150	142
Allenwood, P. O.	N. Ry. (Musk. Br.)	Washago, 42 m.	Stephenson	Victoria		140
Allisonville, P. O.	N. Ry.	Stayner, 15 m.	Floss	Simcoe	150	151
Alliston, P. O. and Tel. Sta.	G. T. Ry.	Belleville, 12 m.	Hillier	Prince Edward	250	151
Alloa, P. O.	N. Ry.	Angus, 12 m.	Tecumseth	Simcoe	50	150
Alma, P. O., Tel. and Ry. Sta.	G. T. Ry.	Brampton, 7 m.	"Chingur-cousy"	Wellington	350	135
Alma, (P. O. at Lurgain).	G. W. Ry. (W. G. & B. M. L.)	Kincardine, 10 m.	Peel	Bruce	100	142
Almora, P. O.	G. W. Ry. (W. G. & B. M. L.)	Stouffville, 6 m.	Huron	York	100	150
Almonte, P. O., Tel. and Ry. Sta.	T. and N. Ry.		Markham	Lanark	2080	156
Alport, P. O.	N. Ry. (Musk. Br.)	Washago, 20 m.	Ramsay	Muskoka Dist.		147
Alton, P. O., Tel. and Ry. Sta.	T. G. & B. Ry.		Caledon	Peel	400	150
Altona, P. O.	T. & N. Ry.	Stouffville	Pickering	Ontario	100	150
Alvanley, P. O.	T. G. & B. Ry.	Owen Sound, 10 m.	Derby	Grey		143
Alvinton, P. O. and Ry. Sta.	C. S. Ry. (St. Cl. Br.)		Book	Lambton		134
Amaranth, Ry. Sta.	T. G. & B. Ry.		Amaranth	Wellington		135
Amberley, P. O. and Tel. Sta.			Ashfield	Huron	100	135
Amesbury, P. O.	G. W. Ry. (W. G. & B. M. L.)	Walkerton, 10 m.	Carriac	Bruce		142
Ameliasburg, P. O.	G. T. Ry.	Belleville, 12 m.	Ameliasburg	Prince Edward	200	144
Ameliasburg, P. O., Tel. and Ry. Sta.	C. S. Ry.		Malden	Essex	1936	131
Amiens, P. O.	G. W. Ry.	Strathroy, 5 m.	Lobo	Middlesex	130	134
Ancaster, P. O. and Tel. Sta.	G. W. Ry.	Dundas, 3 m.	Ancaster	Wentworth	600	138
Anderson, P. O.	C. S. Ry.	Amherburg, 1 m.	Anderson	Essex		131
Anderson's Mills (P. O. at Farham).	G. T. Ry.	St. Mary's, 5 m.	Blanchard	Perth		135
Andrewsville (P. O. at Merrickville).			Bedford	Frontenac	25	141
Angus, P. O., Tel. and Ry. Sta.	St. L. & O. Ry.	Kemptville, 12 m.	Montague	Lanark	100	156
Antrim, P. O.	N. Ry.		Eosa	Simcoe	400	151
Appin, P. O., Tel. and Ry. Sta.	C. C. Ry.	Pakenham, 4 m.	Fitroy	Carleton	130	156
Appleby, P. O. and Ry. Sta.	G. W. Ry.		Ekfrid	Middlesex	100	134
Appleton, P. O., Tel. and Ry. Sta.	G. W. Ry.		Neison	Halton	150	150
Apsley, P. O.	C. C. Ry.		Ramsay	Lanark	300	156
Apso, P. O.	T. & N. Ry.	Cobconk, 38 m.	Anstruther	Peterborough	75	140
Arden, P. O.	N. Ry.	Barrie, 10 m.	Flos	Simcoe	100	151
Ardoch, P. O.	G. T. Ry.	Napanee, 40 m.	Kennebec	Addington	100	144
Ardrara, P. O.			Clarendon	Frontenac	50	151
Argyle, F.	N. Ry.	W. L. Jago, 5 m.	North Orillia	Simcoe	100	140
Arkell, P. O.	T. & N. Ry.	Eldon, 4 m.	Eldon	Victoria	100	135
Arkona, P. O., Tel. and Tel. Sta.	G. W. Ry.	Georh, 43 m.	Puslinch	Wellington	100	135
Arkwright, P. O.	G. T. Ry.	Wilder, 7 m.	Warwick	Lambton	500	134
Arlington, P. O.	G. W. Ry. (W. G. & B. M. L.)	Port Elgin, 8 m.	Arran	Bruce	150	142
Armada, P. O.	N. Ry.	Angus, 16 m.	Adjala	Simcoe	90	151
Armstrong's Corners	T. & N. Ry.	Unionville, 3 m.	Scarborough	York	30	150
Arncliffe, P. O.	Mid. Ry.	Quay's Sta.	Hope	Durham		140
Armitage	G. W. Ry. (W. G. & B. S. E.)	Kincardine, 7 m.	Kincardine	Bruce		142
Armon, P. O.	S. & O. Ry. (P. Br.)	Perth, 4 m.	Bathurst	Lanark	200	156
Armstrong's Corners	C. W. Ry.		Blenheim	Oxford	50	138
Arncliffe, P. O. and Tel. Sta.	T. G. & B. Ry.	Chateworth, 2 m.	Grey	Renfrew	30	143
Arnprior, P. O., Tel. and Ry. Sta.	C. C. Ry.		McNab	Renfrew	1714	154
Aron, P. O.	T. & N. Ry.	Victoria Road, 24 m.	Bexley	Victoria	50	140
Arthur, P. O., Tel. and Ry. Sta.	T. G. & B. Ry.		Arthur	Wellington	500	135
Arva, P. O.	G. W. Ry.	London, 6 m.	London	Middlesex	200	134
Ashburn, P. O.	W. & P. P. Ry.	Myrtle, 2 m.	Whitby	Ontario	150	150
Ashburnham, P. O.	Mid. Ry.	Peterborough, 1 m.	Otonabee	Peterborough	1197	140
Ashdown, P. O.	N. Ry. (Musk. Br.)	Washago, 52 m.	Humphrey	Muskoka Dist.		147
Ashgrove, P. O.	G. T. Ry.	Georgetown, 4 m.	Esquesing	Halton	50	150
Ashley, P. O.	T. G. & B. Ry.	Rockford, 1 m.	Derby	Grey		144
Ashton, P. O.	C. C. Ry.	Ashton, 2 m.	Goulbourn	Carleton	250	156
Ashton, Ry. Sta.	C. C. Ry.		Goulbourn	Ontario		150
Ashtworth, P. O.	T. & N. Ry.	Uxbridge, 4 m.	Scott	Ontario		150
Asphodel (Westwood, P. O.)	Mid. Ry.	Peterborough, 16 m.	Asphodel	Peterborough		140
Asselstine's Mills	G. T. Ry.	Ernestown, 24 m.	Ernestown	Addington	35	144
Atha, P. O.	T. & N. Ry.	Stouffville, 5 m.	Pickering	Ontario	50	150
Athens, P. O.	T. & N. Ry.	Uxbridge, 2 m.	Scott	Ontario		150
Atherly, P. O.	N. Ry. (Musk. Br.)	Orillia, 3 m.	Mara	Ontario	400	150
Atherton, P. O.	G. W. Ry. (Air Line)	Bella, 2 m.	Windham	Norfolk	80	138
Athol, P. O.	N. Ry.	Brantford, 15 m.	Adjala	Simcoe		150
Athol, P. O.	G. T. Ry.	Cornwall, 27 m.	Kensington	Glengary	150	157
Atholville, P. O.	C. S. Ry.	Attelcliffe, 3 m.	Caistor	Lincoln		139
Attelcliffe, Ry. and Tel. Sta.	C. S. Ry.		Caistor	Lincoln		139
Auburn, P. O. (Manchester)	G. T. Ry.	Goderich, 11 m.	Wawanosh	Huron	300	135
Auburn	G. W. Ry.	Oakville, 10 m.	Trifalgar	Halton		150
Audley, P. O.	G. T. Ry.	Whitby, 5 m.	Pickering	Ontario		150
Aughrim, P. O.	C. S. Ry.	Alvinston, 8 m.	Euphemia	Lambton	50	134
Augusta	B. & O. Ry.	Jelly's Crossing, 5 m.	Augusta	Grenville	200	156
Aurora, P. O., Tel. and Ry. Sta.	G. T. Ry.		Oshtabuck	Stormont	300	157
Aurora, P. O., Tel. and Ry. Sta.	N. Ry.		Whitchurch	York	1132	150
Avon, P. O.	G. W. Ry.	Stayner, 8 m.	Nottawasaga	Simcoe	200	151
Avonbank, P. O.	G. T. Ry.	Ingersoll, 11 m.	North Dorchester	Middlesex	100	134
Avonmore, P. O.	G. T. Ry.	St. Mary's, 4 m.	Downie	Perth		135
Avonton, P. O.	G. T. Ry.	Millie Roches, 13 m.	Roxborough	Stormont	100	157
Aylmer, P. O., Tel. and Ry. Sta.	G. T. Ry.	Sebringville, 4 m.	Downie	Perth		135
Ayre, P. O., Tel. and Ry. Sta.	G. W. Ry. (Air Line)		Malahide	Elgin	1400	134
Ayton, P. O.	G. T. Ry. & G. W. Ry.	Paris, 7 m.	North Dumfries	Waterloo	1300	135
Baby's Point, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Clifford, 9 m.	Normanby	Grey	150	143
Baden, P. O., Tel. and Ry. Sta.	G. T. Ry.	Chatham, 24 m.	Sussex	Lambton	50	134
Bagot, P. O.	C. C. Ry.	Renfrew, 10 m.	Wilmet	Waterloo	500	135
Bagin du Dove	G. W. Ry. (W. G. & B. S. E.)	Renfrew, 10 m.	Bagot	Renfrew		151
Baitelborough, P. O.	Kincardine, 10 m.		Bruce	Bruce		142
Bala, P. O.	Mid. Ry.	Summit, 5 m.	South Monaghan	Peterborough		140
Balaklava	N. Ry. (Musk. Br.)	Washago, 30 m.	Medora	Muskoka Dist.	30	147
Balderson, P. O.	G. T. Ry.	Shakespeare, 24 m.	South Easthope	Perth	150	135
Baldwin	B. & O. Ry. (P. Br.)	Perth, 6 m.	Drummond	Lanark	100	156
Baldwin	G. W. Ry.	Chatham, 16 m.	Chatham	Kent		131
Baldwin	G. T. Ry.	Napaneese, 16 m.	Cumlen East	Addington	100	144
Baldwin	T. & N. Ry.	Napaneese, 20 m.	Whitechurch	York	180	144
Baldwin	G. T. Ry.	Goodwood, 5 m.	Pittsburg	Frontenac		135
Baldwin	H. & L. E. Ry.	Georgetown, 6 m.	Erin	Wellington	150	135
Baldwin	T. G. & B. Ry.		Onondaga	Haldimand		138
Baldwin	Mid. Ry.	Bolton, 9 m.	Adjala	Simcoe	100	151
Baldwin	G. W. Ry.	Bethany, 6 m.	Manvers	Durham	100	140
Baldwin		London, 7 m.	London	Middlesex	100	134
Baldwin	G. W. Ry. (Air Line)		McNab	Renfrew	75	151
Baldwin	W. & P. P. Ry.	Nellies Corners, 1 m.	Pinham	Haldimand	50	138
Baldwin	C. P. & M. Ry.	Myrtle, 5 m.	Pickering	Ontario		150
Baldwin	G. T. Ry.	Petersburg, 7 m.	Hamilton	Northumberland	800	140
Baldwin	N. Ry.	Angus, 9 m.	Wellesley	Waterloo	150	135
Baldwin	G. T. Ry.	Clinton, 8 m.	Mulmur	Simcoe	80	151
Baldwin			Hullett	Huron	70	135

For explanations, names of Railroads abbreviated, etc., see page 183.

NAMES OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Danbury.	G. T. Ry.	Frenchman's Bay, 6 m.	Pickering.	Ontario.	100	150
Danlockburn, P. O.	G. T. Ry.	Belleville, 35 m.	Madoc.	Hastings.	100	144
Daptiste Creek, Ry Sta.	G. W. Ry.		West Tilbury.	Essex.		131
Dardville, P. O.	N. Ry. (Musk. Br.)	Washago, 24 m.	Monck.	Muskoka Dist.		147
Dark Lake, P. O. and Tel. Sta.	G. W. Ry. (W.G.&B., M.L.)	Elora, 5 m.	Jones.	Hastings.		144
Barnett, P. O.	N. Ry.		Nicoll.	Wellington.	90	135
BARRIE, P. O., Tel. and Ry Sta.	G. T. Ry.	Kingston, 2 m.	Vespra.	Simcoe.	3398	151
Barrfield.	G. T. Ry.	Hamilton, 3 m.	Pittsburg.	Frontenac.		144
Bartonville, P. O.	G. T. Ry.	Morrisburg, 18 m.	Barton.	Wellington.	100	138
Bates Corners, (West Winchester, P. O.)	G. T. Ry.		Winchester.	Dundas.		157
Bath, P. O., Tel. and Ry Sta.	N. Ry.	Collingwood, 3 m.	Ernestown.	Addington.	600	144
Battaux.	G. T. Ry.	Kingston, 16 m.	Nottawasaga.	Simcoe.	120	151
Battersosa, P. O. and Tel. Sta.	G. T. Ry.	Goderich, 12 m.	Storrington.	Frontenac.	350	144
Bayfield, P. O. and Tel. Sta.	G. W. Ry. (Air Line.)	Corinth, 4 m.	Stanley.	Huron.	100	135
Bayham, P. O.	N. Ry.	Meaford, 3 m.	Bayham.	Elgin.	350	134
Bayview, P. O.	C. C. Ry.	Castelford, 24 m.	St. Vincent.	Grey.	27	143
Beachburg, P. O. and Tel. Sta.	G. W. Ry.	Villa Nova, 4 m.	Westmeath.	Renfrew.	230	154
Beachville, P. O., Tel. and Ry Sta.	C. S. Ry.	Beaconsfield, 11 m.	West Oxford.	Oxford.	200	138
Beaton, P. O.	G. W. Ry.	Ottawa, 20 m.	Townsend.	Norfolk.	100	138
Beausoleil, P. O.	St. L. & O. & C. C. Ry.		Clinton.	Lincoln.	1000	139
Beamsville, Tel. and Ry Sta.	Mid. Ry.	Brigden, 16 m.	Cumbarland.	Lincoln.		139
Bear Brook, P. O.	C. S. Ry.		Watt.	Russell.	100	157
Beatrice, P. O.	B. & O. Ry.		Thorah.	Muskoka Dist.	700	147
Beaverton, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G.&B., S.E.)		Sombra.	Ontario.		150
Becher, P. O.	T. & N. Ry.	Markham, 3 m.	Beckwith.	Lambton.		134
Beckwith, Ry Sta.	T. G. & E. Ry.	Wingham, 5 m.	Lucknow, 4 m.	Linark.	150	156
Belfast, P. O.	G. W. Ry. (W.G.&B., S.E.)	Bell Ewart, 7 m.	Ashfield.	Huron.	150	135
Belford, P. O.	N. Ry.		Markham.	York.	200	150
Belfountain, P. O.	G. W. Ry. (W.G.&B., S.E.)		Caledon.	Peel.	100	150
Belgrave, P. O.	N. Ry.		Morris.	Huron.	50	135
Belhaven, P. O.	G. T. Ry.		North Gwillimbury.	York.	75	150
Bellamy's, Ry Sta.	B. & O. Ry.		Elizabethtown.	Leeds.		156
BELLEVILLE, P. O., Tel. and Ry Sta.	G. T. Ry.	Kingston, 22 m.	Thurlo.	Hastings.	7305	144
Bell Ewart, P. O., Tel. and Ry Sta.	N. Ry.		Inniss.	Simcoe.	600	151
Bell Rock, P. O.	C. C. Ry.		Portland.	Frontenac.	200	144
Bell's Corners, P. O., Tel. and Ry Sta.	B. & O. Ry.		Nepean.	Carleton.	100	156
Bell's Crossing (Whitechurch, P. O.) Ry Sta.	G. W. Ry.	Dorchester, 7 m.	Elizabethtown.	Linark.		156
Belmont, P. O.	G. W. Ry. (W.G.&B., M.L.)	Mildmay, 9 m.	Westminster.	Middlesex.	250	134
Belmore, P. O.	G. T. Ry. (B. & G. Div.)	Goderich, 6 m.	Turnbury.	Huron.	200	135
Bennett, P. O.	C. C. Ry.	Almonte, 5 m.	Colborne.	Huron.	150	135
Bennington, (Embro, P. O.)	Mid. Ry.	Millbrook, 9 m.	Ramsay.	Linark.	100	156
Bensford, P. O.	C. S. Ry.	Harwich, 5 m.	West Zorra.	Oxford.	50	138
Beasley, P. O.	G. T. Ry.	Dickinson's Land, 24 m.	South Monaghan.	Northumberland.	150	140
Bentonville, P. O.	G. T. & B. Ry.		Cambridge.	Kent.		131
Borkeley, P. O. and Ry Sta.	G. T. Ry.	Clinton, 19 m.	Holland.	Grey.	150	143
BERLIN, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Kincardine, 7 m.	Waterloo.	Waterloo.	2743	135
Berne, P. O.	G. W. Ry. (W.G.&B., S.E.)	Dickinson's Land, 15 m.	Hay.	Huron.	100	135
Bervie, P. O. and Tel. Sta.	Mid. Ry.		Kincardine.	Bruce.	100	142
Berwick, P. O.	Mid. Ry.		Finch.	Stormont.	300	157
Bethany, P. O., Tel. and Ry Sta.	Mid. Ry.		Manvers.	Durham.	300	140
Bexley, P. O.	St. L. & O. Ry.	Ottawa, 4 m.	Hamilton.	Northumberland.	80	140
Billing's Bridge, P. O.	H. & L. E. Ry.	Rentonville, 5 m.	Gloucester.	Carleton.	100	156
Binbrook, P. O.	G. W. Ry. (Air Line.)	Cayuga, 4 1/2 m.	Binbrook.	Wentworth.	100	138
Bingham Road, P. O.	C. S. Ry. (St. Cl. Br.)	Brigden, 2 m.	Haldimand.	South Cayuga.	50	138
Birkhall, P. O.	G. T. Ry.	Ballantyne's, 5 m.	Moore.	Lambton.		134
Birmingham, P. O.	G. T. Ry.	Lucan, 6 m.	Pittsburg.	Frontenac.	60	144
Birr, P. O.	G. T. Ry.	Brantford, 7 m.	London.	Middlesex.	75	134
Bishop's Gate, (Burford, P. O.)	G. F. & G. W. Ry.	Welford, 10 1/2 m.	Burford.	Brant.	240	138
Bishop's Mills, P. O.	B. & O. Ry.	Michigan Road, 6 m.	Oxford.	Greenville.	150	156
Bismark, P. O.	C. S. Ry.		Gainsborough.	Lincoln.		139
Bismark, Tel. and Ry Sta.	C. S. Ry.		Aldborough.	Elgin.		134
Black Creek, P. O. and Ry Sta.	G. W. Ry. (W.G.&B., S.E.)	Auburn, 7 m.	Willoughby.	Welland.	150	139
Black Henth, P. O.	G. T. Ry.	Lansdowne, 9 m.	Binbrook.	Wentworth.		138
Black Horse Corners, (Kinloss, P. O.)	G. W. Ry.	Preston, 2 m.	Kinloss.	Pruce.	90	142
Black Rapids.	Mid. Ry.	Peterborough, 29 m.	Lansdowne.	Leeds.		156
Blair, P. O.	N. Ry.	Thornbury, 10 m.	Waterloo.	Waterloo.	100	135
Blairton, P. O., and Tel. Sta.	G. W. Ry.	Chatham, 12 m.	Belmont.	Peterborough.	350	140
Blantyre, P. O.	G. T. Ry.	Shannonville, 8 m.	Grey.	Exeter.		143
Blenheim, Tel. Sta. (Rondeau, P. O.)	G. T. Ry.	Napanee, 23 m.	Harwich.	Kent.	850	131
Blessington, P. O.	G. T. Ry.	Berlin, 5 m.	Tyendinaga.	Hastings.	250	144
Bloomfield, P. O. and Tel. Sta.	T. & N. Ry.	Stouffville, 4 m.	Hallowell.	Prince Edward.	400	144
Bloomington, P. O.	C. S. Ry.	Windham, 10 m.	Waterloo.	Waterloo.	100	135
Bloomsbury, P. O.	G. W. Ry. (W.G.&B., S.E.)	Clinton, 11 m.	Whitechurch.	York.		150
Blyth, P. O., and Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Comber, 8 m.	Townsend.	Norfolk.	300	138
Blythwood, P. O.	T. & N. Ry.	Belleville, 25 m.	Morris.	Huron.	700	135
Hobocaygeon, P. O. and Tel. Sta.	G. T. Ry.	Perth, 16 m.	Mersey.	Essex.	50	131
Bogart, P. O.	B. & O. Ry. (P. Br.)	Portage Road, 2 m.	Verulam.	Victoria.	1000	140
Bolingbroke, P. O.	T. & N. Ry.		Hungerford.	Hastings.	100	144
Bolton, Tel. and Ry Sta.	G. T. Ry.	Bradford, 6 m.	Sherbrooke.	Linark.		156
Bondhead, P. O., and Tel. Sta.	N. Ry.	Napanee, 18 m.	Eldon.	Victoria.	300	140
Bongard's Corners, P. O.	G. T. Ry.	Sand Point, 8 m.	Albion.	Peel.	1000	150
Bonnechere Point, P. O.	C. S. Ry.	Hawtry, 5 m.	West Gwillimbury.	Simcoe.	500	151
Bookton, P. O.	G. T. Ry.	Mitchell, 6 m.	Marysburg.	Prince Edward.	200	144
Bornholm, P. O.	C. S. Ry.	Waterford, 5 m.	Horton.	Norfolk.	100	154
Boston, P. O.	T. G. & B. Ry.	Drayton, 2 1/2 m.	Logan.	Perth.	100	135
Bosworth, P. O.	G. W. Ry.	Thamesville, 6 m.	Townsend.	Norfolk.	500	138
Botany, P. O.	G. W. Ry.	Napanee, 5 m.	Peel.	Wellington.	150	131
Bracebridge, P. O., Tel. and Ry Sta.	G. T. Ry.	Amaranth, 4 m.	Howard.	Kent.	995	131
Bradford, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Cobourg, 10 m.	Zone.	Kent.	500	144
Bradyville.	G. T. Ry.		Richmond.	Lenox.	30	135
Braemar, P. O.	C. C. Ry.		Amaranth.	Wellington.		138
Braeside, P. O. and Ry Sta.	N. Ry.		Haldimand.	Northumberland.	40	140
Bramley, P. O., Tel. and Ry Sta.	G. T. Ry.		Carlow.	Hastings.		144
BRAMPTON, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G.&B., M.L.)		Darlington.	Durham.	3000	140
Brampton, P. O. & Ry Sta.	C. S. Ry.	Windham, 2 m.	Lobo.	Middlesex.	170	134
Brandy Creek, P. O.	G. T. & G. W. Ry.	New Lowell, 14 m.	Trafalgar.	Halton.	120	150
BRANTFORD, P. O., Tel. and Ry Sta.	N. Ry.		Markham.	York.	150	150
Brantford, P. O.	G. T. Ry.		Macaulay.	Victoria.	100	140
Brechin, P. O.	G. T. Ry.		West Gwillimbury.	Simcoe.	1130	151
Brentwood, P. O. and Tel. Sta.	N. Ry.		Alfred.	Prescott.		137
Breslau, P. O., Tel. and Ry Sta.	G. T. Ry.		Woodstock, 8 m.	Oxford.	100	138
			McNab.	Renfrew.		154
			Innisfil.	Simcoe.	50	151
			Chinguaconny.	Peel.	2900	150
			North Dumfries.	Waterloo.	250	135
			Brantford.	Norfolk.	100	138
			Mar.	Brant.	8107	138
			Summerville.	Ontario.	100	150
			Waterloo.	Waterloo.	200	151

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Brewers' Mills, P. O. & Tel. Sta.	G. T. Ry.	Ballantyne's, 7 m.	Pittsburg	Frontenac	150	144
Browster, P. O.	G. T. Ry.	Park Hill, 13 m.	Stephen	Huron	100	135
Bridgeport, P. O.	Mid. Ry.	Peterborough, 6 m.	Smith	Peterborough	150	140
Bridgeport, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 2 m.	Waterloo	Waterloo	700	135
Bridgeport, P. O. and Tel. Sta.	G. W. Ry.	St. Catharines, 3 m.	Louth	Lincoln	100	139
Brigden, Ry Sta.	G. T. Ry.	Tyendinaga, 25 m.	Elzevir	Hastings	450	141
Brigham's Corner, (Brownsville, P. O.)	C. S. Ry. (St. Cl. Br.)	Ingersoll, 14 m.	Moore	Lambton	100	134
Bright, P. O. Tel. and Ry Sta.	G. T. Ry.		Dereham	Oxford	70	138
Brighton, P. O. Tel. and Ry Sta.	G. T. Ry.		Blenheim	Oxford	500	138
Brinkworth, P. O.	G. T. Ry.	Belleville, 20 m.	Brighton	Northumberland	1357	140
Brinsley, P. O.	G. T. Ry.	Ailsa Craig, 4 m.	Bowdon	Hastings	100	144
Brimston's Corners, P. O.	G. T. Ry.	Matilda, 6 1/2 m.	Metallivny	Middlesex	100	131
Brissane, P. O.	G. T. Ry.	Georgetown, 13 m.	Matilda	Dundas	50	157
Britannia, Ry Sta.	G. T. Ry.		Erin	Wellington	50	135
Britannia, P. O.	C. C. Ry.		Nepean	Carleton	100	156
Brook	G. T. Ry.	Brampton, 6 m.	Toronto	Peel	100	150
Brookton, P. O. (Lippincott)	T. & N. Ry.	Sunderland, 3 m.	Rock	Ontario	150	150
Brookville, P. O. Tel. and Ry Sta.	G. W. Ry.	Toronto, 3 1/2 m.	York	York	250	150
Brothagen, P. O.	G. T. & B. & O. Ry.		Elizabethtown	Leeds	5102	150
Bronte, P. O. Tel. and Ry Sta.	G. T. Ry.	Carleton Place, 6 m.	Logan	Perth	200	125
Brooklin, P. O. Tel. and Ry Sta.	G. W. Ry.		Trafalgar	Halton	550	150
Brookside, P. O.	G. W. Ry. (St. Br.)	Watford, 3 1/2 m.	Rock	Lambton	100	134
Brookvale, P. O.	W. & P. Ry.		Whitby	Ontario	650	150
Brougham, P. O.	G. T. Ry.	Stratford, 11 m.	West Zorra	Oxford	60	138
Brown's Corners	G. T. Ry.	Duffin's Creek, 5 m.	Pickering	Ontario	300	150
Brownsville, P. O. and Ry Sta.	T. & N. Ry.	Unionville, 4 m.	Markham	York	96	150
Brucedale, P. O. and Tel. Sta.	C. S. Ry.		Dereham	Oxford	100	138
Bruce Mines, P. O.	G. T. Ry.	Clinton, 6 m.	Tuckersmith	Huron	250	135
Bruceville, P. O. and Tel. Sta.	B. & O. Ry.		Brudenell	Algoma Dist.	1208	128
Bruner, P. O.	G. T. Ry.	Stratford, 14 m.	Ellice	Perth	60	154
Brunswick, P. O. and Ry Sta.	Mid. Ry.		Manvers	Durham	50	135
Bruce, P. O. (formerly Dingle)	G. W. Ry. (W. & B. S. Ex.)	Ainslieville, 2 m.	Grey	Huron	1000	143
Bryanston, P. O.	G. T. Ry.	Ganton, 7 m.	London	Middlesex	100	134
Buckhorn, P. O.	C. S. Ry.	Charing Cross, 5 m.	Harwick	Kent	75	131
Buckshot, P. O.	C. S. Ry.		Clarendon	Frontenac	35	144
Bullock's Corners, (Greenville, P. O.)	G. W. Ry.	Dundas, 3 m.	West Flamborough	Westworth	150	138
Burford, P. O.	G. T. Ry.	Paris, 9 m.	Burford	Brant	600	138
Burgessville, P. O.	G. W. Ry.	Woodstock, 11 m.	North Norwich	Brant	180	138
Burgoyne, P. O.	G. W. Ry. (W. & B. S. Ex.)	Port Elgin, 1 m.	Arden	Bruce	180	142
Burleigh, P. O.	T. & N. Ry.	Cobocook, 37 m.	Burleigh	Peterborough	120	140
Burnham, P. O.	G. T. Ry.	Brighton, 25 m.	Seymour	Northumberland	200	140
Burnhamthorpe, P. O.	G. T. Ry.	Brampton, 5 1/2 m.	Toronto	Peel	50	150
Burnley, P. O.	G. T. Ry.	Colborne, 14 m.	Haldimand	Northumberland	250	140
Burns, P. O.	T. G. & B. Ry.	Moorefield, 10 1/2 m.	Mornington	Perth	50	15
Burnstown, P. O.	C. C. Ry.	Ansiprior, 13 m.	McNab	Renfrew	100	154
Burns River, P. O.	T. & N. Ry.	Cobocook, 7 m.	Somerville	Victoria	140	140
Burnville, (Tilsburg, P. O.)	G. W. Ry.	Ingersoll, 12 m.	Dereham	Oxford	40	138
Burr's Rapids, P. O. and Tel. Sta.	St. & O. Ry.	Kenora, 10 m.	Oxford	Greenville	400	156
Burrowsville	G. W. Ry. (W. & B. S. Ex.)	Newry, 4 m.	Grey	Huron	135	135
Burton, P. O.	G. T. Ry.	Brantford, 5 m.	Brantford	Brant	50	138
Burton, P. O.	Mid. Ry.	Mill Brook, 14 m.	Manvers	Durham	50	140
Bury's Green, P. O.	T. & N. Ry.	Cobocook, 9 m.	Somerville	Victoria	80	140
Bushfield, P. O.	G. W. Ry. (W. & B. S. Ex.)	Ainslieville, 7 m.	Morris	Huron	200	135
Buxtonville, P. O.	T. & N. Ry.	Unionville, 5 m.	Markham	York	90	150
Buxton, P. O.	C. S. Ry.	Buxton Sta., 3 m.	Raleigh	Kent	100	131
Buxton, Ry Sta.	C. S. Ry.		Raleigh	Kent	100	131
Byng, P. O. (Haldimand)	G. T. Ry. (B. & L. H. Br.)	Dunnville, 1 m.	Dunn	Haldimand	150	138
Byng Inlet, P. O.	G. W. Ry.	Konoka, 5 m.	Wallbridge	Parr Sound Dist.	307	146
Byron, P. O.	G. W. Ry.	Manchester, 10 m.	Westminster	Middlesex	125	134
Cadmus, P. O.	W. & P. Ry.	Manchester, 10 m.	Cartwright	Durham	200	140
Cadmus, P. O.	W. & P. Ry.	Manchester, 10 m.	Cartwright	Durham	200	140
Cadmusville, P. O. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Mallorytown, 5 m.	Brantford	Brant	300	138
Cadown, P. O.	G. T. Ry.	Ekfrid, 3 m.	Yonge	Leeds	250	156
Cairnsgorran, P. O.	C. S. Ry. (St. Cl. Br.)	Camfield, 6 m.	Metcalfe	Middlesex	150	134
Cairnville, P. O.	C. S. Ry.	Camfield, 6 m.	Castor	Lincoln	100	139
Calabogie, P. O.	C. C. Ry.	Arnprior, 25 m.	Bugot	Renfrew	154	154
Calder, P. O.	G. W. Ry. (L. & H. S. Br.)	St. Thomas, 9 m.	Bellevue	Middlesex	120	134
Calderwell, P. O.	T. G. & B. Ry.	Charleston, 4 m.	Caledon	Peel	75	150
Caledon, P. O.	T. G. & B. Ry.	Charleston Sta.	Caledon	Peel	300	150
Caledon East, P. O.	T. G. & B. Ry.	Mono Road, 2 m.	Caledon	Peel	200	150
Caledonia, (Seneca, P. O.) Tel. and Ry Sta.	H. & L. E. Ry.	Lancaster, 40 m.	Seneca	Haldimand	1246	138
Caledonia Springs, P. O. and Tel. Sta.	G. T. Ry.	Cornwall, 40 m.	Caledonia	Prescott	100	157
Caledonia Flats, (Fenaghvale, P. O.)	G. T. Ry.	Corinth, 8 m.	Caledonia	Prescott	90	157
Calton, P. O.	G. W. Ry. (Air Line)	Corinth, 8 m.	Bayham	Elgin	120	134
Calumbe, (Cold Springs, P. O.)	G. T. Ry.	Cobocook, 7 m.	Hamilton	Northumberland	120	140
Cambridge, P. O. and Tel. Sta.	Mid. Ry.	Lindsay, 9 m.	Fenelon	Victoria	250	140
Camden, (Potworth, P. O.)	G. T. Ry.	Napance, 18 m.	Camden East	Camden East	140	144
Camden East, P. O. and Tel. Sta.	G. T. Ry.	Napance, 9 m.	Camden East	Camden East	140	144
Cameron, P. O.	Mid. Ry.	Lindsay, 8 m.	Fenelon	Victoria	60	140
Camerontown, P. O.	G. T. Ry.	Sumnerstown, 2 1/2 m.	Charlottenburgh	Glengary	100	157
Camilla, P. O.	T. G. & B. Ry.	Orangeville, 6 m.	Mono	Simcoe	100	151
Camlinch, P. O. Tel. and Ry Sta.	G. T. Ry.	Brighton, 20 m.	Plympton	Lambton	50	134
Campbell, P. O. and Tel. Sta.	G. T. Ry.		Seymour	Northumberland	1000	140
Campbell's Cross, P. O.	Mid. Ry.	Brampton, 9 m.	Hope	Durham	100	140
Campbellton, Tel. Sta. (Tilsburg Sta.)	C. S. Ry.	Renfrew, 34 m.	Chinguacousy	Peel	150	150
Campbelltown, (Pembroke, P. O.)	C. C. Ry.	Wellington Square, 16 m.	Dereham	Oxford	100	138
Campbellville, P. O.	G. W. Ry.	Beesville, 3 1/2 m.	Pembroke	Renfrew	150	154
Campden, P. O.	C. S. Ry.	Amherstburg, 8 m.	Clinton	Nassagaweya	240	150
Cannad River, P. O.	G. T. Ry.	Canfield, 4 m.	West Sandwich	Lincoln	80	139
Candoro, P. O.	G. T. Ry.	Marshville, 3 m.	Canboro	Essex	80	131
Candorville, P. O.	G. W. Ry. (Air Line)		Gainsborough	Haldimand	200	138
Candorville, P. O. Tel. and Ry Sta.	G. T. & G. W. Ry.	Belleville, 3 m.	South Cayuga	Haldimand	400	138
Cannington, P. O.	G. T. Ry.	Paris, 4 m.	Thurlo	Hastings	600	144
Canning, P. O.	G. T. & G. W. Ry.	Quay's, 2 1/2 m.	Blenheim	Oxford	130	138
Cannington, P. O. Tel. and Ry Sta.	T. & N. Ry.	Owen Sound, 30 m.	Brook	Ontario	800	150
Canton, P. O.	N. Ry.	Menford, 8 m.	Hope	Durham	200	140
Cape Croker, P. O.	T. G. & B. Ry.	Victoria Road, 2 m.	Albionville	Bruce	80	142
Cape Rich, P. O.	N. Ry.		St. Vincent	Grey	80	143
Cardon, P. O.	T. & N. Ry.		Carden	Victoria	140	140
Carlton Place Junction, Ry Sta.	B. & O. & C. C. Ry.		Beckwith	Lanark	156	156
Carlton Place, P. O. Tel. and Ry Sta.	B. & O. Ry.		Beckwith	Lanark	156	156
Carlton, (Laverport, P. O.) Tel. and Ry Sta.	G. T. Ry.	Sebringville, 7 m.	York	York	1905	150
Carlingford, P. O.	G. T. Ry.	Ailsa Craig, 4 m.	Fulford	Perth	100	135
Carleton, (Falkirk, P. O.)	G. T. Ry.	Waterloo, 9 m.	East Williams	Middlesex	200	134
Carleton, P. O.	G. W. Ry.	Goderich, 6 m.	East Flamborough	Northumberland	100	138
Carleton Place, P. O.	G. T. & H. & L. E. Ry.	Caledonia, 5 m.	Colborne	Huron	100	135
Carleton Place, P. O.	T. G. & B. Ry.	Walkerton, 7 m.	Ancestor	Westworth	150	138
Carleton Place, P. O.	T. & N. Ry.	Cobocook, 40 m.	Carrie	Bruce	150	142
Carleton Place, P. O.	G. W. Ry. (W. & B. S. Ex.)	Fairley, 8 m.	Stanhope	Peterborough	100	140
Carp, P. O. and Tel. Sta.	C. C. Ry.	Stottville, 8 m.	Elderslie	Bruce	150	142
			Huntley	Carleton	150	156

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER. PAGE
Carratua Springs, (Plantagenet P. O.)	G. T. Ry.	Ottawa River, 6 m.	North Plantagenet	Prescott.	80	137
Carratua, P. O. Tel. and Ry Sta.	Nor. Ry.	Richmond Hill, 3 m.	Hibbert	Perth	1000	135
Carsville, P. O.	St. L. & O. Ry.	Osgoode, 7 m.	Vaughan.	York	100	130
Carsbury, P. O.	G.W. Ry. (W.G. & B.S.E.)	Listowel, 6 m.	Nord Grey	Carleton	173	136
Cartbridge, P. O.	W. & P. P. Ry.	Manchester, 7 m.	Mornington.	Perth.	70	135
Cartwright, P. O.	T. & N. Ry.	Markham, 5 1/2 m.	Cartwright	Durham.	200	140
Cashel, P. O.	G. W. Ry.	Bothwell, 3 m.	Markham.	York	100	150
Cashmore, P. O.	G. T. Ry.	Tavistock, 6 m.	Mos.	Middlesex.	100	134
Cassellman, P. O., (High Falls)	St. L. & O. Ry.	Manotick, 30 m.	East Zorra.	Oxford.	30	138
Castile, P. O.	C. C. Ry.	Renfrew, 42 m.	Cambridge.	Russell.	30	157
Castleton, P. O.	C. C. Ry.	Castleton, Sta., 3 m.	South Algoma.	Renfrew.	50	154
Castleton, Ry Sta.	C. C. Ry.		Horton	Renfrew.	100	154
Castlemore, P. O.	T. G. & B. Ry.	Kleinburg, 5 m.	Toronto Gore.	Peel.	200	150
Castleton, P. O. and Tel. Sta.	G. T. Ry.	Colborne, 8 m.	Cramahe.	Northumberland.	400	140
Cataract, P. O., (Church's Falls)	T. G. & B. Ry.	(Charleston, 2 1/2 m.)	Caledon.	Peel.	200	150
Catawqui, P. O.	G. T. Ry.	Kingston, 3 m.	Kingston.	Frontenac.	300	144
Cathcart, P. O.	G. W. Ry.	Princeton, 6 1/2 m.	Burford.	Brant.	160	138
Cavan, P. O.	Mid. Ry.	Bothany, 4 m.	Cavan.	Durham.	100	140
Cavanville	Mid. Ry.	Millbrook, 5 m.	Cavan.	Durham.	808	139
CAYUGA, P. O. Tel. and Ry Sta.	C.S. & G.W. Ry. (Air Line)		North Cayuga	Haldimand.	250	150
Cedarvale, (Oshawa, P. O.) Ry Sta.	T. & N. Ry.	Unionville.	Markham.	York.	150	156
Cedar Grove, P. O.	C. C. Ry.	Pakenham, 4 m.	Pakenham.	Lanark.	100	156
Cedar Hill, P. O.	G. T. Ry.	Napanea, 69 m.	Denbigh.	Addington.	80	144
Cedar Lake, Denbigh, P. O.)	T. G. & B. Ry.	Mount Forest, 10 m.	Proton.	Grey.	50	143
Cedarville, P. O.	G. T. Ry.	Lucan, 8 m.	Stephen.	Huron.	150	135
Centralia, P. O., (formerly Devon)	St. L. & O. Ry.	Spencerville, 6 m.	Augusta.	Glennville.	100	156
Centre Augusta, P. O.	G. T. Ry.	Gialton, 6 1/2 m.	Haldimand.	Northumberland.	150	140
Centretown, P. O.	G. T. Ry.	Napanea, 15 m.	Camden.	Addington.	400	141
Centreville, P. O.	G. W. Ry.	Ingersoll, 2 m.	West Oxford.	Oxford.	150	138
Centreville, (Ingersoll P. O.)	T. G. & B. Ry.	Monro Road, 5 m.	Albion.	Peel.	50	150
Centreville, (Lockton P. O.)	T. & N. Ry.	Cobocok, 38 m.	Chandos.	Peterborough.	140	140
Chandos, P. O.	B. & O. Ry.	Irish Creek, 15 1/2 m.	Bastard.	Leeds.	156	156
Chantry, P. O.	G. T. Ry.	Belleville, 21 m.	Hungerford.	Hastings.	40	144
Chapman, P. O.	C. S. Ry.		Harwich.	Kent.	150	131
Charing Cross, (Cook's Corner), P. O. & Ry Sta.	G. T. Ry.	Malborough, 10 m.	Escott.	Leeds.	300	150
Charleston, P. O.	T. G. & B. Ry.		Caledon.	Peel.	150	156
Charleston, Tel. and Ry Sta.	G. T. Ry.	Prescott, 7 m.	Augusta.	Glennville.	200	156
Charlevoix, P. O.	G. W. Ry. (Air Line.)	Simcoe, 9 m.	Charlottetown.	Norfolk.	150	138
Charlotteville Centre, (Wash. P. O.)	G. W. Ry.		Raleigh.	Kent.	5873	131
CHATHAM, P. O. Tel. and Ry Sta.	T. G. & B. Ry.		Holland.	Grey.	450	143
Chatsworth, P. O. Tel. and Ry Sta.	St. L. & O. Ry.	Nelle's Corners, 7 m.	Gloucester.	Carleton.	100	138
Chaudie, Junction, Ry. Sta.	G. W. Ry. (Air Line.)	Colocok, 45 m.	Walpole.	Haldimand.	100	138
Chesapeake, P. O.	T. & N. Ry.	Walkerton, 6 m.	Greenock.	Peterborough.	140	142
Chesapeake, P. O.	G. W. Ry. (W.G. & B.M.L.)	Brampton, 12 m.	Chingacousy.	Bruce.	250	150
Chesapeake, P. O.	N. Ry.	Lefroy, 2 m.	Innisfil.	Simcoe.	100	151
Cherry Valley, P. O.	G. T. Ry.	Belleville, 25 m.	Athol.	Prince Edward.	300	144
Cherrywood, P. O.	G. T. Ry.	Frenchman's Bay, 4 m.	Pickering.	Ontario.	150	150
Chesley, P. O.	G. W. Ry. (W.G. & B.M.L.)	Paisley, 10 m.	Elderslie.	Ruce.	150	142
Chesterfield, P. O.	G. T. Ry.	Bright, 3 m.	Blenheim.	Oxford.	100	138
Cheviot, P. O.	G. W. Ry. (W.G. & B.M.L.)	Midway, 10 m.	Culross.	Bruce.	100	142
Chippawa, P. O. Tel. and Ry Sta.	C. S. Ry.		Stamford.	Welland.	922	139
Chute-au-Blondeau, P. O.	G. T. Ry.	Vaudreuil, 30 m.	East Hawkesbury.	Prescott.	157	157
Churchill, P. O.	N. Ry.	Lefroy, 2 m.	Innisfil.	Simcoe.	200	150
Church's Falls, (see Cataract)	T. G. & B. Ry.	Charleston, 2 1/2 m.	Caledon.	Peel.	200	150
Churchville, P. O.	G. T. Ry.	Brampton, 4 1/2 m.	Toronto.	Peel.	100	134
Clachan, P. O.	G. W. Ry.	Bothwell, 6 m.	Aldborough.	Elgin.	100	134
Clairville, (Humber P. O.)	G. T. Ry.	Malton, 4 m.	Etobicoke.	York.	200	150
Claudeford, P. O.	C. C. Ry.	Ashton, 5 m.	Huntley.	Carleton.	156	156
Clarendon, P. O.	T. & N. Ry.	Stouffville, 6 m.	Pickering.	Ontario.	300	150
Clarence, P. O. and Tel. Sta.	St. L. & O. Ry.	Ottawa, 26 m.	Clarence.	Russell.	150	157
Clarence Creek, P. O.	C. C. & St. L. & O. Ry.	Ottawa, 30 m.	Clarence.	Russell.	350	140
Clarke, P. O.	G. T. Ry.	Newtonville, 2 1/2 m.	Collingwood.	Durham.	300	143
Clarkeburg, P. O. and Tel. Sta.	N. Ry.	Thornbury, 2 m.	Elizabethtown.	Leeds.	156	156
Clark's Crossing, Ry Sta.	B. & O. Ry.	Bradford, 12 m.	Tecumseth.	Simcoe.	200	151
Clarkville, Tel. Sta.	N. Ry.	Brampton, 10 m.	Chingacousy.	Peel.	100	150
Claude, P. O.	T. G. & B. Ry.	Owen Sound, 15 m.	Keppel.	Grey.	100	143
Clavering, P. O.	G. T. Ry.	Napanea, 21 m.	Shelfield.	Addington.	156	156
Clavering, P. O.	C. C. Ry.	Almonte, 10 m.	Ramsay.	Lanark.	150	138
Clayton, P. O.	G. W. Ry. (Air Line.)	Tilsonburg, 20 m.	Houghton.	Norfolk.	100	131
Clear Creek, P. O.	C. S. Ry.	Highgate, 7 m.	Orford.	Kent.	150	131
Clearville, P. O.	G. W. Ry. (W.G. & B.M.L.)		Minto.	Wellington.	650	135
Clifford, P. O. Tel. and Ry Sta.	G. W. Ry.	Suspension Bridge.	Stamford.	Welland.	1610	139
Clifton, P. O. Tel. and Ry Sta.	G. W. Ry.	Stoney Creek, 5 m.	Salt Fleet.	Welland.	139	139
Clifton House, P. O.	G. W. Ry.		Tuckersmith.	Wentworth.	2016	135
Clino, P. O. Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Renfrew, 33 m.	Sebastopol.	Huron.	100	154
Clontarf, P. O. (Foy's)	C. C. Ry.	Gilford, 10 m.	Tecumseth.	Simcoe.	100	151
Cloner Hill, P. O.	N. Ry.	Galt, 5 m.	Beverley.	Wentworth.	138	138
Clyde, P. O.	G. W. Ry. (G. & G. Br.)	Napanea, 46 m.	Angelsea.	Addington.	40	144
Cloyne, P. O.	G. T. Ry.	Renfrew, 15 m.	Ross.	Renfrew.	80	151
Cobden, P. O.	C. C. Ry.		Somersville.	Victoria.	150	140
Cobocok, (Shedden, P. O.) Tel. and Ry Sta.	T. & N. Ry.		Hamilton.	Northumberland.	4442	140
COBOURG, P. O. Tel. and Ry Sta.	G. T. Ry.	Brighton, 10 m.	Brighton.	Northumberland.	150	140
Codrington, P. O.	G. W. Ry. (Air Line.)	Simcoe, 1 m.	Windham.	Norfolk.	80	138
Colborne, (Simcoe, P. O.)	G. W. Ry.	Mount Brydges, 7 m.	Caradoc.	Middlesex.	140	140
Colborne, P. O. Tel. and Ry Sta.	G. T. Ry.		Cramahe.	Northumberland.	823	135
Colbeck, P. O.	T. G. & B. Ry.	Luther, 9 m.	Luther.	Wellington.	50	135
Colchester, P. O.	C. S. Ry.	Colchester, 15 m.	Colchester.	Essex.	200	131
Colchester, Tel. and Ry Sta.	C. S. Ry.		Colchester.	Essex.	131	131
Cold Springs, P. O.	G. T. Ry.	Cobourg, 7 m.	Hamilton.	Northumberland.	200	140
Cold Stream, P. O.	G. W. Ry.	Konoka, 6 m.	Lobo.	Middlesex.	100	134
Cold Water, P. O. and Tel. Sta.	N. Ry.	Orillia, 14 m.	Medonte.	Simcoe.	250	151
Colebrook, P. O. and Tel. Sta.	G. T. Ry.	Napanea, 15 m.	Camden East.	Addington.	300	150
Coleburn, P. O.	T. G. & B. Ry.	Kleinburg, 2 m.	Toronto Gore.	Peel.	75	134
Cole's Corners	G.W. Ry. (Sar. Br.)	Sarnia, 5 m.	Sarnia.	Wellington.	200	135
Coleville	T. G. & B. Ry.	Orangeville, 10 m.	Ammanth.	Lambton.	100	134
Colville, P. O.	C. S. Ry. (St. C. Br.)	Brigden, 4 m.	Moore.	Simcoe.	2829	151
Collingwood, P. O. Tel. and Ry Sta.	N. Ry.		Nottawasaga.	Algoma.	127	127
Collin's Inlet, P. O.	G. T. Ry.		Kingston.	Frontenac.	130	144
Collin's Bay, P. O. and Tel. Sta.	T. G. & B. Ry.	Owen Sound.	Albion.	Bruce.	50	142
Colpoys Bay, P. O.	T. G. & B. Ry.	Bolton, 3 m.	Albion.	Peel.	400	150
Columbia, (Coventry, P. O.)	W. & P. P. Ry.	Brooklin, 4 m.	East Whithy.	Ontario.	100	131
Columbia, P. O. and Tel. Sta.	C. S. Ry.	Renfrew, 52 m.	Thibault West.	Essex.	100	131
Comber, P. O. Tel. and Ry Sta.	B. & O. Ry.	Thornhill, 1 m.	Bedford.	Renfrew.	50	154
Combermere, P. O. and Tel. Sta.	N. Ry.	Berlin, 8 m.	Vaughan.	York.	100	135
Concord, P. O.	G. T. Ry.	Acton, 10 m.	Woolwich.	Waterloo.	450	135
Conestoga, P. O. and Tel. Sta.	G. T. Ry.	Mount Forest, 7 m.	Erin.	Wellington.	50	135
Coningsby, P. O.	T. G. & B. Ry.		Arthur.	Wellington.	805	135
Conn, P. O.						

NAME OF PLAC., ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Connaught, P. O.	G. T. Ry.	Aultsville, 17 m.	Winchester	Dundas	500	157
Connor, P. O.	T. G. & B. Ry.	Bolton, 11 m.	Adolph	Simcoe	150	151
Conroy, P. O.	G. T. Ry.	Stratford, 6 m.	Downie	Leith	150	155
Consecon, P. O. & Tel. Sta.	G. T. Ry.	Trent, 10 m.	Ameliasburgh	Prince Edward	500	141
Constance, P. O.	G. T. Ry. (B. & L. H. Br.)	Clinton, 9 m.	Hull	Huron	100	135
Conway, P. O.	G. T. Ry.	Napinee, 17 m.	South Fredericksburg	Lenox	80	144
Cook's Corners (see Charing Cross).	C. S. Ry.					
Cook's Station	G. T. Ry. (B. & L. H. Br.)					
Cookstown, P. O. and Tel. Sta.	N. Ry.	Gifford, 8 m.	Seneca	Kent	150	131
Corkhill, P. O.	G. W. Ry.	Port Credit, 3 m.	Tecumseth	Haldimand		138
Cooper, P. O.	G. T. Ry.	Shannonville, 35 m.	Simcoe	600	151	
Copenhagen, P. O.	G. W. Ry. (Air Line)	Aylmer, 6 m.	Toronto	Peel	400	150
Copetown, P. O., Tel. and Ry Sta.	G. W. Ry.		Maloe	Hastings	100	144
Copleston, P. O.	G. W. Ry.		Malhilde	Elgin	300	134
Corbitt, P. O.	G. T. Ry.	Petrolia, 21 m.	Beverly	Westworth	200	138
Corinth, P. O., Tel. and Ry Sta.	G. T. Ry.	Park Hill, 7 m.	East Killen	Lambton	100	134
Cornellville, Ry Sta.	G. W. Ry. (Air Line)		Metcalville	Middlesex	150	134
CORNWALL, P. O., Tel. and Ry Sta.	C. S. Ry.		South Norwich	Elgin	70	134
Corunna, P. O. and Tel. Sta.	G. T. Ry.		Cornwall	Xford	100	138
Cotawold, P. O.	C. S. Ry.	Courtwright, 4 m.	Stormont	2033	157	
Coulson, P. O.	G. W. Ry. (W. G. & B. M. L.)	Harriston, 3 m.	Moore	Lambton	200	134
Coulson's Corners (Durham P. O.)	N. Ry.	Oullia, 11 m.	Minto	Wellington	175	135
Courtland, P. O., Tel. and Ry Sta. (Bolphi)	G. W. Ry. (W. G. & B. M. L.)	Bradford, 31 m.	Medonte	Simcoe	100	151
Courtwright, Tel. and Ry Sta.	G. W. Ry. (Air Line)		Middleton	Simcoe	70	151
Coventry	C. S. Ry. (St. Cl. Br.)		Albion	Norfolk	150	138
Coverley, P. O.	T. G. & B. Ry.	Bolton, 3 m.	Moore	Lambton		154
Cowal, P. O.	G. W. Ry. (W. G. & B. M. L.)	Pinkerton, 16 m.	Albion	Peel	250	150
Craighurst, P. O. and Tel. Sta.	G. W. Ry.	Longwood, 9 m.	Bentnick	Grey	200	143
Craigleith, P. O. and Ry Sta.	N. Ry.	Barrie, 12 m.	Southwold	Elgin	30	134
Craigholme, P. O.	N. Ry.		Medonte	Simcoe	150	151
Craigvale, P. O.	G. W. Ry. (W. G. & B. M. L.)		Collingwood	Grey		
Cranbrook	N. Ry.	Fergus, 8 m.	Garafrax	Wellington	300	135
Cranworth, P. O.	G. T. Ry. (B. & L. H. Br.)	Leithville, 15 m.	Imperial	Simcoe	100	151
Crauthie, P. O.	B. & O. Ry.	Smith's Falls, 14 m.	Grey	Huron	250	135
Crawford, P. O.	G. W. Ry. (Sar. Br.)	Strathroy, 2 m.	Burgess	Leeds	50	156
Credit, P. O.	G. T. & B. Ry.	Pinkerton, 16 m.	Aldelaide	Middlesex		134
Crediton, P. O. and Tel. Sta.	G. W. Ry.	Port Credit, 41 m.	Bentnick	Grey	80	143
Creek Bank, P. O.	G. T. Ry.	Lucan, 14 m.	Toronto	Peel	250	150
Cremore, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Alma, 3 m.	Stephen	Huron	100	135
Craighton, P. O.	N. Ry.	New Low, 5 m.	Peel	Wellington	30	135
Cressy, P. O.	G. T. Ry.	Ottawa, 10 m.	Nottawasaga	Simcoe	300	151
Crieff, P. O.	G. T. Ry.	Napinee, 18 m.	Medonte	Simcoe	70	151
Criman, P. O.	G. T. G. Ry. (W. G. & B. M. L.)	Guelph, 12 m.	Marysburg	Prince Edward	200	144
Crofton, P. O.	C. S. Ry.	Bismark, 5 m.	Pudlinch	Wellington	50	135
Cromary, P. O.	G. T. Ry.	Belleville, 10 m.	Aldborough	Elgin	80	134
Crosshill, P. O. and Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Mitchell, 10 m.	Sophiasburg	Prince Edward	80	143
Croton	G. T. Ry.	Berlin, 15 m.	Hibbert	Perth	100	135
Croton (Lyndock P. O.)	G. W. Ry.	Thamesville, 6 m.	Wellesly	Waterloo	150	135
Crowland, P. O.	G. W. Ry. (Air Line)	Delhi, 3 m.	Camden	Kent		131
Croydon, P. O.	G. W. Ry. (Wel.)	Welland, 3 m.	Madison	Norfolk	30	138
Cruikshank, P. O.	G. T. Ry.	Napinee, 15 m.	Crowland	Welland	250	139
Crumlin, P. O.	T. G. & B. Ry.	Owen Sound, 6 m.	Camden East	Addington	100	144
Crysler, P. O.	G. W. Ry.	Dorchester, 5 m.	Keppel	Grey	100	143
Cullerton, P. O.	G. T. Ry.	Dickinson's Land, 21 m.	Dorchester North	Middlesex	30	143
Cumbrland, P. O. and Tel. Sta.	C. S. Ry.	Tilsontown, 5 m.	Finch	Stormont	150	157
Cumbrland, P. O. and Tel. Sta.	St. L. & O. & C. C. Ry.	Ottawa, 16 m.	Dereham	Oxford	200	138
Cummock, P. O.	G. W. Ry.	Wellington Square, 7 m.	Cumbrland	Russell	200	157
Curran, P. O. (Inkermann)	G. W. Ry. (W. G. & B. M. L.)	Fergus, 5 m.	Nelson	Halton	300	150
Currie Road, (Dutton Sta.)	St. L. & O. & C. C. Ry.	Ottawa, 40 m.	Nichol	Wellington	80	135
Dacre, P. O.	C. S. Ry.	Dutton, 34 m.	North Plantagenet	Prescott	130	157
Dalhousie Mills, P. O.	C. C. Ry.	Reaford, 17 m.	Dunwich	Elgin	30	134
Dalkeith, P. O.	G. T. Ry.	Lancaster, 17 m.	Brougham	Renfrew	30	151
Dalrymple, P. O.	G. T. Ry.	Lancaster, 26 m.	Glengary	Glengary	150	157
Dalston, P. O.	T. & N. Ry.	Victoria Road, 10 m.	Lochiel	Glengary	100	157
Danforth, P. O.	N. Ry.	Barrie, 8 m.	Carden	Victoria	100	140
Darbyville	G. T. Ry.	Scarborough, 3 m.	Vespra	Simcoe	80	151
Darrell, P. O.	G. T. Ry.	Rockwood, 6 m.	Scarborough	York	50	150
Dartmouth, P. O.	G. W. Ry.	Chatham, 7 m.	Nassagaweya	Halton		156
Dartford, P. O.	T. & N. Ry.	Perth Road, 13 m.	Chatham	Kent	200	131
Dashwood, P. O.	G. T. Ry.	Colborne, 19 m.	Dalton	Victoria	100	140
Davenport, P. O., Tel. and Ry Sta.	G. T. Ry.	Ailsa Craig, 15 m.	Grey	Northumberland	160	140
Davis' Corners (Mabourly P. O.)	N. Ry.	Perth, 25 m.	Hay	Huron	100	135
Daviesville, P. O.	B. & O. Ry. (P. Br.)	Toronto, 31 m.	York	York	120	150
De Cawville, P. O.	G. T. & G. W. Ry.	Thamesville, 9 m.	Oso	Frontenac	30	144
Daywood, P. O.	G. W. Ry.	Owen Sound, 6 m.	York	York	200	150
Dealton	T. G. & B. Ry.	Charing Cross, 121 m.	Camden	Kent	75	131
De Cawville, P. O.	C. S. Ry.	Cayuga, 3 m.	Sydenham	Grey	500	143
Deerlock, P. O.	G. W. Ry. (Air Line)	Perth, 27 m.	East Tilbury	Kent	150	131
Deerhurst, P. O.	B. & O. Ry. (P. Br.)	Bradford, 5 m.	North Cayuga	Haldimand	100	138
Delaware, P. O.	N. Ry.	Mt. Brydges, 13 m.	Oso	Frontenac	25	144
Delaware, Ry Sta.	G. T. Ry.		West (Willimbury)	Simcoe	75	151
Delhi, P. O.	C. S. Ry. (St. Cl. Br.)		Delaware	Middlesex		134
Delhi, Tel. and Ry Sta.	G. W. Ry. (Air Line)		Delaware	Middlesex	400	134
Delta, P. O. and Tel. Sta.	G. W. Ry. (Air Line)		Middleton	Norfolk	300	138
Demoreville, P. O.	B. & O. Ry.	Wolford, 17 m.	Middleton	Norfolk		138
Denbigh, P. O.	G. T. Ry.	Shannonville, 9 m.	Bastard	Leeds	300	156
Denfield, P. O.	G. T. Ry.	Napinee, 50 m.	Sophiasburg	Prince Edward	300	144
Denison, P. O.	G. T. Ry.	Ailsa Craig, 6 m.	Denbigh	Addington	80	144
Derryville, P. O.	G. T. Ry.	Kingston, 26 m.	London	Middlesex	100	134
Derby West, P. O.	T. & N. Ry.	Canmington, 24 m.	Hinchinbrooke	Frontenac	100	144
Dervent, P. O.	G. T. Ry.	Malton, 5 m.	Brook	Ontario	150	150
Deshborough, P. O.	G. W. Ry.	Dorchester, 7 m.	Toronto	Peel	150	150
Desert Lake, P. O.	G. W. Ry.	Owen Sound, 18 m.	Westminster	Middlesex	150	134
Desmond, P. O.	T. G. & B. Ry.	Kingston, 22 m.	Sullivan	Grey		143
Deux Rivières, P. O.	G. T. Ry.	Napinee, 13 m.	Loughborough	Frontenac		144
Devizes, P. O.	C. C. Ry.	Reaford, 107 m.	Camden East	Addington	200	144
Deser Lake, P. O.	G. T. Ry.	Granton, 7 m.	Clara	Dist. of Nipissing	87	130
Devon (Centralia, P. O.)	G. T. Ry.	Kingston, 23 m.	London	Middlesex	100	134
Dexter, P. O.	G. T. Ry.	Lucan, 10 m.	Loughborough	Frontenac		144
Diamond, P. O.	G. W. Ry. (L. & Pt. S. Br.)	Pt. Stanley, 51 m.	Stephen	Huron	150	135
Dickens, P. O.	C. C. Ry.	Pakenham, 9 m.	Yarmouth	Elgin	60	134
Dickinson's Landing (Wales P. O.) Tel. & Ry Sta	G. T. Ry.	Brookville, 103 m.	Fitzroy	Carleton	150	156
Dixie, P. O.	G. T. Ry.		Yonge	Leeds	60	156
Dixon's Corners, P. O.	G. W. Ry.	Dickinson's Landing Sta 2 m	Osnabrock	Stormont	300	157
Dobbinson, P. O.	G. T. Ry.	Port Credit, 5 m.	Osnabrock	Stormont		157
Dobson's (Dover P. O.)	G. W. Ry. (W. G. & B. M. L.)	Matilda, 7 m.	Toronto	Peel	150	150
Dollar, P. O.	H. & L. E. Ry.	Paisley, 10 m.	Matilda	Dundas	100	157
Don, P. O., Tel. and Ry Sta.	T. & N. Ry.	Port Dover, 2 m.	Ellerslie	Bruce	40	142
Donegal, P. O.	G. T. Ry.	Unionville, 5 m.	Woodhouse	Norfolk	30	138
Doncaster, P. O.	G. W. Ry. (W. G. & B. S. Ex)	Newry, 3 m.	Markham	York	35	150
Doon, P. O.	G. T. Ry.	Toronto, 3 m.	York	York	150	150
Doran, P. O.	G. W. Ry.	Preston, 4 m.	Elma	Perth	100	135
	B. & O. Ry. (P. Br.)	Perth, 15 m.	York	York	150	150
			Waterloo	Waterloo	150	135
			Bathurst	Lanark	30	156

For explanations, names of Railroads abbreviated, etc., see page 143

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	N. NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SHE. PAGE.
Ernieville, P. O.	G. T. Ry.	Napanea, 19 m.	Sheffield	Addington	70	144
Ernestown, P. O., Tel. and Ry Sta.	G. T. Ry.	Cambridge, 2 m.	Ernestown	Lenox	150	144
Errol, P. O.	G. T. Ry.	Malborough, 4 m.	Plympton	Lambton	100	134
Escott, P. O.	G. T. Ry.	Georgetown, 2 m.	Essex	Leeds	200	156
Esqueving, P. O. (Stewarttown)	G. T. Ry.	Georgetown, 2 m.	Esqueving	Halton	250	150
Essex Centre, Ry Sta.	C. S. Ry.		Colchester	Essex		131
Ethel, P. O. and Ry Sta.	G. W. Ry. (W.G. & B.S.E.)		Grey	Huron	80	135
Etobicoke, P. O. (now Lambton Mills P.O.)	N. Ry.	Carleton, 7 m.	Etobicoke	York	50	150
Eudora	T. & N. Ry.	Sunderland, 7 m.	Scott	Ontario		150
Eugenia, P. O.	T. G. & B. Ry.	Flesherton & Priceville, 6 m.	Artemesia	Grey	100	143
Evelyn, P. O.	G. T. Ry.	Thorndale, 6 m.	West Nissouri	Middlesex	150	134
Everett, P. O.	N. Ry.	Argue, 10 m.	Toronto	Simcoe	100	151
Everley, P. O.	N. Ry.	King, 3 m.	King	York	150	150
Everton, P. O. and Tel. Sta.	G. T. Ry.	Rockwood, 4 m.	Eramosa	Wellington	250	135
Ezeter, P. O. and Tel. Sta.	G. T. Ry.	Lucan, 13 m.	Stephen	Huron	1000	135
Fairfield, P. O. (Troy)	C. S. Ry.	Ridgeway, 5 m.	Harwich	Kent	150	131
Fairfield, Ry Sta.	B. & O. Ry.		Elizabethtown	Leeds		156
Fairfield East, P. O.	B. & O. Ry.	Fairfield, 11 m.	Elizabethtown	Leeds	100	156
Fairfield Plain, P. O.	G. T. & G. W. Ry.	Brantford, 12 m.	Brant	Brant	70	138
Fairview, P. O.	G. T. Ry.	Stratford, 7 m.	Gore of Downie	Leith	75	135
Falkenburg, P. O.	N. Ry. (Musk. Br.)	Wahago, 28 m.	Monck	Muskoka Dist.		147
Fallowfield, P. O.	C. C. Ry.	Bell's Corners, 5 m.	Nepean	Carleton		156
Falkland, P. O.	G. T. & G. W. Ry.	Paris, 3 m.	Brantford	Brant	60	138
Falkirk, P. O.	G. T. Ry.	Ailsa Craig, 5 m.	Williams East	Middlesex	200	134
Fall Brook, P. O.	B. & O. Ry. (P. Br.)	Perth, 10 m.	Rathurst	Lunenburg	80	156
Farmersville, P. O. and Tel. Sta.	B. & O. Ry.	Bellamy, 11 m.	Yonge	Leeds	500	156
Farmington, P. O.	T. G. & B. Ry.	Orangeville, 5 m.	Amaranth	Wellington	60	135
Fargahar, P. O.	G. T. Ry.	McNeil, 10 m.	Osborne	Huron	150	135
Farran's Point, P. O., Tel. and Ry Sta.	G. T. Ry.		Osborne	Stromont	300	157
Feeder, Ry Sta.	G. T. Ry. (B. & L. H. Br.)		Moulton	Haldimand		157
Felton	St. L. & O. Ry.	Geoswie, 17 m.	Russell	Russell	50	157
Fenaghvale, P. O. (Caledonia Flats)	G. T. Ry.	Cornwall, 30 m.	Caledonia	Prescott	90	157
Fenella, P. O.	C. P. & M. Ry.	Harrold, 5 m.	Haldimand	Northumberland	60	140
Fenelon Falls, P. O. and Tel. Sta.	T. & N. Ry.	Colborne, 14 m.	Fenelon	Victoria	750	140
Fennels, P. O.	N. Ry.	Gilford, 2 m.	Innisfil	Simcoe	80	151
Fenwick, P. O.	G. W. Ry. (Wel.)	Port Robinson, 5 m.	Pelham	Welland	100	139
Fergus, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.M.L.)		Nichol	Wellington	1666	135
Ferguson's Falls, P. O.	C. C. & A. O. Ry.		Drummond	Lanark	150	156
Fergusville, P. O.	N. Ry.	Barrie, 12 m.	Flax	Simcoe	125	151
Fernoy, P. O.	G. T. Ry.	Kingston, 30 m.	Bedford	Frontenac	30	144
Fernhill, P. O.	G. T. Ry.	Ailsa Craig, 9 m.	Lobo	Middlesex	50	131
Ferry Point	G. T. Ry.	Belleville, 2 m.	Ameliasburg	Prince Edward	200	144
Feverham, P. O.	T. G. & B. Ry.	Flesherton, 14 m.	Osprey	Grey	50	143
Fingal, P. O., Tel. Sta.	G. W. Ry. (L. & P. S. Br.)	St. Thomas, 7 m.	Southwold	Elgin	500	134
Finton, P. O.	T. G. & B. Ry.	Shelburne, 13 m.	Adala	Simcoe		151
Fish Creek	G. T. Ry.	Granville, 2 m.	Blushard	Perth		138
Fisher's Mills (Hespler, P. O.)	G. W. Ry.	Hespler, 1 m.	Waterloo	Waterloo	100	135
Fisherville, P. O.	G. W. Ry. (Air Line.)	Cayuga, 6 m.	Elmhurst	Haldimand	50	138
Fitzroy Harbor, P. O.	C. C. Ry.	Amper, 12 m.	Fitzroy	Carleton	300	156
Five Lakes (Talbotville Royal P. O.)	G. W. Ry. (L. & P. S. Br.)	St. Thomas, 3 m.	Southwold	Elgin	70	134
Fleetwood, P. O.	Mid. Ry.	Franklin, 5 m.	Manvers	Durham		140
Fletcher, Ry Sta.	C. S. Ry.		East Tilbury	Kent		131
Flesherton, P. O. and Tel. Sta.	T. G. & B. Ry.	Flesherton, 1 m.	Artemesia	Grey		143
Flesherton & Priceville, Ry Sta.	T. G. & B. Ry.		Artemesia	Grey		143
Flinton, P. O.	G. T. Ry.	Napanea, 39 m.	Kalladar	Addington	250	143
Flora, P. O.	G. W. Ry. (W.G. & B.M.L.)	Elora, 10 m.	Woodlawn	Waterloo	100	136
Florence, P. O. and Tel. Sta.	G. W. Ry.	Delhi, 8 m.	Epiphany	Lambton	250	154
Foley, P. O.	G. T. Ry.	O-hawa, 6 m.	East Whitley	Ontario	150	150
Fonthill, P. O. and Tel. Sta.	G. W. Ry. (Wel.)	Port Robinson, 4 m.	Pelham	Welland	500	139
Fordwich, (late Lisadel) P. O.	T. G. & B. Ry.		Howick	Huron	200	135
Fordyce, P. O.	G. W. Ry. (W.G. & B.S.E.)	Lacknow, 8 m.	Wawanosh	Huron	100	135
Forest, P. O., Tel. and Ry Sta.	G. T. Ry.	Belleville, 25 m.	Plympton	Lambton	500	131
Forest House (Springbrook P. O.)	G. T. Ry.		Rawlton	Hastings		141
Forest Mills, P. O.	G. T. Ry.	Napanea, 9 m.	Richmond	Lenox	200	144
Forster's Falls, P. O.	C. C. Ry.	Castleton, 4 m.	Ross	Renfrew	50	151
Forestville, P. O.	G. W. Ry. (Air Line)	Delhi, 1 m.	Charlotteville	Norfolk	100	138
Forfar, P. O.	G. T. Ry.	Gananoque, 27 m.	Bastard	Leeds	100	156
Formosa, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B.M.L.)	Midway, 5 m.	Carick	Brace	150	112
Fort Erin, P. O., (Waterloo) Tel. and Ry Sta.	G. T. Ry. & C. S. Ry.		Bertie	Welland	835	139
Fort William, P. O.				Algonia	503	157
Foster's, Ry Sta.	B. & O. Ry.		Montague	Lanark		156
Fournier, P. O.	G. T. Ry.	Lanester, 36 m.	South Plantagenet	Prescott	70	157
Foymouth, P. O.	C. C. Ry.	Renfrew, 35 m.	Sebastopol	Renfrew		151
Foy's, Tel. Sta. (Clontarf, P. O.)	C. C. Ry.	Renfrew, 33 m.	Sebastopol	Renfrew		151
Foxboro, P. O.	G. T. Ry.	Belleville, 6 m.	Thurlo	Hastings	100	151
Frankton, (Dorchester Station, P. O.)	G. W. Ry.	Dorchester, 1 m.	North Dorchester	Hastings	150	144
Frankstown	G. T. Ry.	Ireland, 14 m.	Esborne	Middlesex	100	134
Frankford, P. O. and Tel. Sta.	G. T. Ry.	Trenton, 9 m.	Sidney	Perth		135
Frank Hill, P. O.	Mid. Ry.	Peterborough, 10 m.	Emily	Hastings	900	144
Franklin, P. O. and Ry Sta.	Mid. Ry.		Manvers	Victoria		140
Franktown, P. O. and Ry Sta.	B. & O. Ry.		Beckwith	Durham	100	140
Frankville, P. O.	B. & O. Ry.		Kitley	Lanark	200	156
Fraser's Corners	G. T. Ry.	Wofford, 6 m.	Wofford	Leeds	200	156
Fraserville, Tel. and Ry Sta.	Mid. Ry.	Brampton, 4 m.	Chinguacousy	Peel		150
Fredricksburg, (Delhi P. O.)	G. W. Ry. (Air Line)	Delhi Sta.	Moungahan	Peterborough		140
Freelton, P. O.	G. W. Ry.	Dundas, 11 m.	Middleton	Norfolk	300	138
Freeport, P. O.	G. T. Ry.	Berlin, 15 m.	West Flamboro	Wentworth	150	138
Freiburg, P. O.	G. T. Ry.	Berlin, 4 m.	Waterloo	Waterloo	100	135
Freuchman's Bay, Tel. and Ry Sta.	G. T. Ry.	Port Credit, 7 m.	Waterloo	Waterloo	100	135
Frogmore, P. O.	G. W. Ry.	Stratford, 16 m.	Pickering	Ontario	100	135
Frone, P. O.	G. W. Ry.	Stratford, 16 m.	Toronto	Peel	150	130
Fromfield	G. W. Ry.	Stratford, 16 m.	Southwold	Elgin	30	134
Fullarton, P. O.	G. T. Ry.	Stratford, 16 m.	Moore	Lambton		134
Fulton, P. O.	G. W. Ry.	Stratford, 16 m.	Fullarton	Perth	150	135
Gad's Hill, P. O.	G. T. Ry.	Stratford, 16 m.	Grimsby	Lincoln	150	139
Galt, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.S.E.)	Stratford, 16 m.	Ellice	Perth	80	135
Galway, P. O.	T. & N. Ry.	Coaboonk, 12 m.	Galway	Waterloo	3827	135
Gambelridge, P. O.	Mid. Ry.	Reaverton, 5 m.	Thorn	Peterborough	30	140
Gananoque, Tel. and Ry Sta.	G. T. Ry.		Leeds	Ontario	90	150
Gananoque, P. O.	G. T. Ry.		Leeds	Leeds		156
Garden Hill, P. O.	Mid. Ry.	Gananoque, 11 m.	Leeds	Leeds	2020	156
Garden Island, P. O. Tel. Sta.	G. T. Ry.	Campbell's, 1 m.	Hope	Durham		140
Garden River, P. O.	G. T. Ry.	Kingston, 5 m.	Garden Island	Frontenac	762	144
Gaufraya, P. O.	G. W. Ry. (W.G. & B.M.L.)	Fergus, 7 m.	Sault Ste. Marie	Algonia	400	127
Gemley, P. O.	B. & O. Ry. (P. Br.)	Perth, 56 m.	Ganadaxa	Wellington	250	135
Georgetown, P. O. Tel. and Ry Sta.	G. T. Ry.		Miller	Addington	50	144
Georgetown	G. T. Ry.		Esqueving	Halton	1282	150
Georgia, P. O. (Sutton)	N. Ry.	Belleville, 26 m.	Hungerford	Hastings	180	144
German Mills, (Rosebank P. O.)	G. W. Ry.	Bell Ewart, 10 m.	Georgia	York	300	130
Gorman Mills, (Berlin P. O.)	G. T. Ry.	Harrisburg, 4 m.	South Dumfries	Brant	30	138
Gesto, P. O.	C. S. Ry.	Berlin, 3 m.	Waterloo	Waterloo	100	135
Gibbular, P. O.	N. Ry.	Essex Centre, 7 m.	Colchester	Essex		131
Gilbert's Mills, P. O.	G. T. Ry.	Collingwood, 7 m.	Collingwood	Grey	40	143
		Belleville, 12 m.	Sophtsburg	Prince Edward	60	144

LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

191

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Gladstone, P. O. & Tel. Sta. (Hare's Corners).	G. W. Ry.	Dorchester, 6 m.	South Dorchester.	Middlesex.	200	134
Glanmire, P. O.	G. T. Ry.	Belleville, 45 m.	Tudor.	Hastings.		144
Glanmire, P. O.	G. W. Ry. (W.G. & B.M.L.)	Paisley, 10 m.	Kincardine.	Bruce.	80	142
Glanford, P. O. (North Westminster Sta.)	H. & L. E. Ry.	Rentonville, 3 m.	Westminster.	Middlesex.	100	138
Glanworth, P. O. & Ry Sta.	G. W. Ry. (L. & P.S. Br.)	Bekeley, 5 m.	Glenelg.	Grey.	100	143
Glascoth, P. O.	T. O. & B. Ry.	Bolton, 1 m.	Albion.	Peel.	30	150
Glasgow, P. O.	T. & N. Ry.	Stouffville, 3 1/2 m.	Uxbridge.	Ontario.	100	150
Glastonbury, P. O.	G. T. Ry.	Napanee, 42 m.	Kaladar.	Addington.	50	144
Glanville, P. O. & Tel. Sta.	G. W. Ry. (W.G. & B.M.L.)	Goldstone, 9 m.	Peel.	Wellington.	400	135
Glenarm, P. O.	Mid. Ry.	Lindsay, 18 m.	Fenslon.	Victoria.		140
Glenburnie, P. O.	G. T. Ry.	Kingston, 6 m.	Frontenac.	Simcoe.	300	144
Glencairn, P. O.	N. Ry.	New Lorch, 5 m.	Toscoronto.	Simcoe.	80	151
Glenoe, P. O., Tel. and Ry Sta.	G. W. Ry.	Kingston, 25 m.	Bedford.	Frontenac.	700	134
Glendower, P. O.	G. T. Ry.	Collingwood, 10 m.	Nottawasaga.	Simcoe.	50	144
Glen Huron, P. O.	N. Ry.	Mildmay, 1 m.	Carrick.	Bruce.	100	151
Glen Lyon, P. O.	G. W. Ry. (W.G. & B.M.L.)	Summit, 6 m.	Uxbridge.	Ontario.	150	142
Glen Major, P. O.	W. & E. P. Ry.	Tilsenburgh, 9 m.	Houghton.	Norfolk.	123	150
Glen Meyer, P. O.	G. W. Ry. (Air Line.)	Galt, 7 m.	Douth Dumfries.	Brant.	100	138
Glen Morris, P. O.	G. W. Ry. (W.G. & B.M.L.)	Lancaster, 15 m.	Glengary.	Wellington.	250	157
Glen Nova, P. O.	G. T. Ry.	B. & O. Ry. (P. Br.).	Perth, 3 m.	Perth.	150	156
Glen Tay, P. O.	G. T. Ry.	Kingston, 9 m.	King.	York.	150	150
Glenvale, P. O.	N. Ry.	Newmarket, 3 m.	Esquesing.	Halton.	300	150
Glenville, P. O.	G. T. Ry.	Georgetown, 1 1/2 m.	Gloucester.	Charlton.	50	156
Glen Williams, P. O. and Tel. Sta.	G. T. Ry.	Georgetown, 1 1/2 m.	Blenheim.	Oxford.	50	138
Gloucester Station, Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	C. C. Ry.	Goderich.	Huron.	3954	135
Goble's Corners, P. O., and Ry Sta.	G. W. Ry. (W.G. & B.M.L.)	Renfrew, 35 m.	North Algoma.	Renfrew.	60	132
Goderich, P. O., Tel. and Ry Sta.	T. & N. Ry.	Cobocok, 31 m.	Glanorgon.	Peterborough.	160	150
Golden Lake, P. O.	T. & N. Ry.	Harvard, 3 m.	Hamilton.	Northumberland.	100	140
Goldsboro, P. O. and Ry Sta.	T. & N. Ry.	Stouffville, 6 1/2 m.	Markham.	York.	100	150
Goodwood, P. O., Tel. and Ry Sta.	C. P. & M. Ry.	Wroter, 2 m.	Howick.	Huron.	400	135
Gora's Landing, P. O.	G. T. Ry.	Essex Centre, 12 m.	Gosfield.	Essex.	60	131
Gormley, P. O.	G. T. Ry.	Napanee, 13 m.	Adolphustown.	Lenox.	50	144
Gorrie, P. O. and Tel. Sta.	C. S. Ry.	Sand Point, 17 m.	Horton.	Renfrew.	30	154
Gosport, P. O.	B. & O. Ry.	Guelph, 4 m.	Guelph.	Wellington.	100	135
Gould's Landing, P. O. and Tel. Sta.	G. T. Ry. (W.G. & B.M.L.)	N. Ry.	Oro.	Simcoe.		151
Gourock, P. O.	G. W. Ry. (W.G. & B.M.L.)	Castleford, 30 m.	Westmeath.	Renfrew.	50	135
Gowan Sta.	C. C. Ry.	Grafton, 1 m.	Haldimand.	Northumberland.	40	154
Gowanstown, P. O. and Ry Sta.	G. T. Ry.	Malton, 1 1/2 m.	Haldimand.	Northumberland.	600	140
Gower Point, P. O.	G. T. Ry.	Walter, 14 m.	Toronto Gore.	Peel.	100	140
Grafton, P. O.	G. T. Ry.	Gloucester, 27 m.	Bossmant.	Lambton.		150
Grafton, Tel. and Ry Sta.	G. T. Ry.	Aultsville, 10 m.	Cambridge.	Russell.	40	157
Grainville, P. O.	G. T. Ry.	Spencerville, 7 m.	Williamsburg.	Dundas.	100	157
Grand Bend, P. O.	G. T. Ry.	Kilmurrah, 4 m.	Biddulph.	Middlesex.	350	134
Grant, P. O.	G. T. Ry.	Cornwall, 17 m.	Edwardsburg.	Grenville.	50	156
Grantley, P. O.	G. T. Ry.	Delhi, 3 m.	Toronto Gore.	Peel.		150
Grant, P. O., Tel. and Ry Sta.	G. W. Ry. (Air Line.).	Washago, 12 m.	Roxborough.	Stormont.		157
Grant's Mills, (Heckston P. O.).	N. Ry. (Mosk Br.)	L. Simcoe.	Middleton.	Norfolk.		138
Grantville, P. O.	Mid. Ry.	Peterborough, 7 m.	Muskoka.	Muskoka Dist.	400	147
Gravel Hill, P. O.	T. & N. Ry.	Wick, 5 m.	Otonabee.	Ontario.	100	140
Gravelotte, P. O.	B. & O. Ry.	Bellamy, 3 1/2 m.	Reach.	Ontario.	100	150
Gravelhurst, P. O. and Tel. Sta.	G. T. Ry.	Summerstown, 18 m.	Elizabethtown.	Leeds.	50	156
Grave's Island, P. O.	G. W. Ry. (W.G. & B.M.L.)	Walkerton, 5 m.	Kenyon.	Glengary.	60	157
Graylock, P. O.	G. T. Ry.	Napanee, 14 m.	Greenock.	Bruce.		142
Greenbank, P. O.	T. & N. Ry.	Markham, 4 m.	Sophiasburg.	Prince Edward.	40	144
Greenbush, P. O.	G. W. Ry.	Stoner Creek, 4 m.	Pickering.	Ontario.	50	150
Greenfield, P. O.	G. W. Ry.	Dundas, 2 m.	Saltfleet.	Wentworth.	250	138
Greenock, P. O.	W. & P. P. Ry.	Brooklin, 4 m.	West Famboro.	Wentworth.	500	150
Greenpoint, P. O.	N. Ry.	Barrie, 6 m.	Pickering.	Ontario.		151
Green River, P. O.	G. W. Ry. (W.G. & B.M.L.)	Paisley, 5 m.	Vespra.	Simcoe.		142
Green's Corners.	G. T. Ry.	Napanee, 4 m.	Bruce.	Bruce.		144
Greenville, P. O.	G. T. Ry.	Ethel, 3 m.	North Fredericksburg.	Lenox.	100	144
Greensboro, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B.M.L.)	Kilmurrah, 3 1/2 m.	Grey.	Huron.	250	150
Grenfell, P. O.	N. Ry.	Thornbury, 6 m.	St. Vincent.	Grey.	60	143
Gresham, P. O.	C. C. Ry.	Renfrew, 35 m.	B. ylm.	Elgin.	30	134
Gretina, P. O.	G. W. Ry.	Aylmer, 9 m.	Glenelg.	Grey.	40	143
Groy, P. O.	G. W. Ry. (W.G. & B.M.L.)	Courtland, 7 m.	Griffith.	Renfrew.		154
Gribben, P. O.	N. Ry.	Holland Landing, 1 1/2 m.	Grimsby.	Lincoln.	800	139
Griersonville, P. O.	G. W. Ry.	Dickinson's Landing, 24 m.	Malshide.	Elgin.		134
Griffin's Corners, (Vienna P. O.)	G. W. Ry. (Air Line.).	Belleville, 4 m.	Guelph.	Wellington.	6878	135
Griffin's Corners, (Latona P. O.)	N. Ry.	Markham, 2 m.	Middleton.	Norfolk.	150	138
Griffith, P. O.	G. T. Ry.	Bellevue, 10 m.	York.	East Gwillimbury.		157
Grimsby, P. O., Tel. and Ry Sta.	G. T. Ry.	Lakeland, 12 m.	Cambridge.	Hastings.		144
Grovesend, P. O.	G. T. Ry.	Komoka, 5 m.	Thurlow.	York.		150
GUELPH, P. O. and Tel. Sta.	H. & L. E. Ry. (B. & L. H. Br.)	Ingersoll, 3 m.	Walpole.	Haldimand.	150	133
Guyaboro, P. O.	T. & N. Ry.	Bellevue, 10 m.	Dereham.	Oxford.	50	137
Gwillimbury, P. O.	G. T. Ry.	Lakeland, 12 m.	Dysart.	Peterborough.	100	140
Gyrran, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Haden's Corners.	G. T. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hagerman's Corners.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hagerman's Corners, (Salford P. O.)	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Haldimand, P. O. and Tel. Sta.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Halloway, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hall's Bridge, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hall's Corners, (Blinbrook P. O.)	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hall's Mills, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hallville, P. O. (Nasagaweya P. O.)	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hallville, P. O. (Nasagaweya P. O.)	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hamburg, P. O. and Tel. Sta.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hamburg, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
HAMILTON, P. O., Tel. and Ry Sta.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hamlet, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hammond, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hampstead P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hampton, P. O. and Tel. Sta.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hampton, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harcourt, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Hardinge, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harlem, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harley, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harlock, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harlowe, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harmony, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harcold, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harper, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harpley, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harriettsville, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harrington West, P. O.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144
Harrisburg, P. O., Tel. and Ry Sta.	G. W. Ry.	Markham, 2 m.	Thurlow.	Hastings.	100	144

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	NEW PAGE
Harrison's Corners, P.O.	G. T. Ry.	Mille Roches, 51 m.	Cornwall	Stormont	157	157
Harrison's, Ry Sta.	N. Ry.		Essex	Simcoe	60	151
Harrison, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G. & B.)		Minto	Wellington	1000	135
Harrow, P. O. and Tel. Sta.	C. S. Ry.	Colchester, 12 m.	Colchester	Essex	150	131
Harrow'smith, P. O. and Tel. Sta.	G. T. Ry.	Kingston, 16 m.	Portland	Frontenac	300	144
Hartford, P.O.	C. S. Ry.	Townsend, 4 m.	Townsend	Norfolk	100	138
Hartford	G. T. Ry. (B. & L. H. Br.)	Clinton, 5 m.	Willetts	Huron	40	144
Hartington, P. O.	G. T. Ry.	Kingston, 18 1/2 m.	Kingston	Frontenac	150	144
Hartley, P. O.	T. & N. Ry.	Argyle, 4 m.	Elkton	Victoria	150	140
Hartman, P. O.	G. W. Ry. (L. & Ft. S. Br.)	Newmarket, 9 m.	East Gwillimbury	York	150	150
Harts, Ry Sta.	N. Ry.		Yarmouth	Elgin	100	134
Harwich, P. O.	C. S. Ry.	Harwich Sta., 5 m.	Harwich	Kent	100	131
Harwich, Ry Sta.	C. S. Ry.		Harwich	Kent		131
Harwood, P. O., Tel. and Ry Sta.	C. P. & M. Ry.		Hamilton	Northumberland	400	140
Hastings, P. O., Tel. and Ry Sta.	Mid. Ry.	Peterborough, 22 m.	Asphodel	Peterborough	900	140
Haultain, P. O.	Mid. Ry.	Peterborough, 26 m.	Burleigh	Peterborough	140	140
Havelock, P. O.	Mid. Ry.	Peterborough, 23 m.	Belmont	Peterborough	140	140
Hawkebury, P. O., and Tel. Sta.	G. T. Ry.	Lancaster, 40 m.	West Hawkebury	Prescott	1671	157
Hawkesville, P. O., and Tel. Sta.	G. T. Ry. (Musk. Br.)		Oro	Simcoe	70	151
Hawthorne, P. O.	G. T. Ry.		Berlin, 12 m.	Waterloo	500	135
Hawtry, P. O. and Ry Sta.	St. L. & O. & B. & O. Ry.	Ottawa, 6 m.	Gloucester	Carleton	150	136
Hay, P. O.	C. S. Ry.		South Norwich	Oxford	100	135
Haydon, P. O.	G. T. Ry.	Clinton, 16 m.	Hay	Huron	125	135
Hayesland, P. O.	G. T. Ry.	Bowmanville, 8 1/2 m.	Darlington	Durham	200	140
Hayesville, P. O.	G. W. Ry.	Dundas, 5 m.	West Flamboro	Wellworth	100	138
Hazelton, P. O.	G. T. Ry.	New Hamburg, 3 m.	Waterloo	Carleton	300	135
Headford, P. O.	C. C. Ry.	Ball's Corners, 3 m.	Goulbourn	Waterloo	100	156
Head Lake, P. O.	N. Ry.	Richmond Hill, 5 m.	Markham	York	50	150
Heathcote, P. O.	T. & N. Ry.	Cobocook, 10 m.	Laxton	Victoria	140	140
Hebron	N. Ry.	Thornbury, 6 m.	Euphrasia	Grey	70	143
Heckston, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Listowel, 4 m.	Elma	Perth	150	135
Heidelberg, P. O.	St. L. & O. Ry.	Oxford, 5 m.	South Gower	Grenville	100	156
Helmley, (Rosseau, P. O.)	G. T. Ry.	Berlin, 9 m.	Woolwich	Waterloo	150	135
Henry, P. O.	N. Ry. (Musk. Br.)	Washago, 50 m.	Humphrey	Muskoka Dist.	200	147
Hepworth, P. O.	G. T. Ry.	Lancaster, 38 m.	Longueuil	Prescott	100	157
Hereward, P. O.	T. G. & B. Ry.	Owen Sound, 11 m.	Kennel	Grey	100	143
Hesper, P. O., Tel. and Ry Sta.	G. G. & B. Ry.	Luther, 5 m.	Garafrax	Wellington	140	135
Hewatha, P. O.	G. W. Ry. (W.G. & B. M.L.)		Waterloo	Waterloo	797	135
Hibbertville	Mid. Ry.	Fraserville, 10 m.	Otonabee	Peterborough	135	140
High Falls, (Casselman P. O.)	G. T. Ry.	Carleton Place, 5 m.	Hibbert	Perth	135	140
High Falls, P. O.	St. L. & O. Ry.	Manotick, 30 m.	Cambridge	Russell	157	157
Highfield, P. O.	C. C. Ry.	Arnprior, 30 m.	Blithfield	Renfrew	75	154
Highgate, P. O. and Ry Sta.	G. T. Ry.	Malton, 3 m.	Etobicoke	York	150	150
Highland Creek, P. O.	C. S. Ry.	Port Union, 2 1/2 m.	Orford	Kent	70	131
Hilda, P. O.	G. T. Ry.	Belleville, 7 m.	Scarborough	York	500	150
Hillier, P. O.	G. T. Ry.	Brighton, 20 m.	Thurlock	Hastings	100	144
Hillsboro, P. O.	G. T. Ry.	Forest, 6 m.	Hillier	Prince Edward	130	144
Hillsburg, P. O. and Tel. Sta.	T. G. & B. Ry.	Alton, 7 m.	Plympton	Lambton	50	134
Hillsdale, P. O. and Tel. Sta.	N. Ry.	Barrie, 17 m.	Erin	Wellington	400	135
Hills Green, P. O.	G. T. Ry.	Searforth, 11 m.	Metonte	Simcoe	80	151
Hilton, P. O.	G. T. Ry.	Brighon, 11 m.	Hay	Huron	50	135
Hinch, P. O.	G. T. Ry.	Brighon, 11 m.	Brighon	Northumberland	120	144
Honick, P. O.	G. T. Ry.	Napreke, 10 m.	Canden East	Addington	150	144
Honk, P. O.	G. T. Ry.	Moravburg, 8 m.	Williamsburg	Dundas	150	157
Honk Head, P. O.	T. G. & B. Ry.	Rockford, 4 m.	Sydenham	Grey	50	143
Hockley, P. O.	N. Ry.	Bradford, 22 m.	Adjola	Simcoe	60	151
Holbrook, P. O.	G. W. Ry.	Woodstock, 9 m.	North Norwich	Oxford	150	138
Holland Corners, (Arnot P. O.)	T. G. & B. Ry.	Owen Sound, 12 m.	Holle	Grey	30	143
Holland Landing, P. O., Tel. and Ry Sta.	N. Ry.		East Gwillimbury	York	700	150
Hollen, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Drayton, 4 m.	Maryborough	Wellington	400	135
Holmesville, P. O.	G. T. Ry.	Clinton, 4 m.	Goderich	Huron	50	135
Holstein, P. O.	T. G. & B. Ry.	Mount Forest, 5 m.	Egremont	Grey	100	143
Holt, P. O.	N. Ry.	Holland Landing, 4 1/2 m.	East Gwillimbury	York	60	150
Holyrood, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Lucknow, 4 m.	Kinloss	Bruce	50	142
Homer, P. O.	G. W. Ry. (Wel.)	St. Catharines, 2 m.	Grantham	Lincoln	150	139
Honeywood, P. O.	T. G. & B. Ry.	Dundalk, 12 m.	Mulmur	Simcoe	90	151
Hopfield, P. O.	B. & O. Ry.	Renfrew, 48 m.	Radeliffe	Renfrew	154	154
Hopetown, P. O.	B. & O. Ry. (P. Br.)	Perth, 18 m.	Lanark	Lanark	50	156
Hornby, P. O.	G. T. Ry.	Georgetown, 8 m.	Esqueving	Halton	85	150
Horning's Mills, P. O.	T. G. & B. Ry.	Shelburne, 7 m.	Melancthon	Grey	150	143
Houghton, P. O.	G. W. Ry. (Air Line)	Courtland, 19 m.	Houghton	Norfolk	200	138
Howe Island, P. O.	G. T. Ry.	Pittsburg, 9 m.	Pittsburg	Frontenac	100	144
Hubbel's Falls, (Mohr's Corners P. O. and Tel. Sta.)	B. & O. Ry.	Arnprior, 6 m.	Elmroy	Carleton	100	156
Hullsburg, Ry Sta.	H. & L. E. Ry.		Walpole	Haldimand	138	138
Hullsburg, P. O.	H. & L. E. Ry.	Hullsburg, 2 m.	Walpole	Haldimand	200	138
Humber, P. O.	T. G. & B. Ry.	Humber Summit, 3 m.	Etobicoke	York	200	150
Humberston, P. O. (Petersburg)	G. W. Ry. (Wel.)	Port Colborne, 2 m.	Humberstone	Weiland	400	139
Humber Summit, Ry Sta.	T. G. & B. Ry.		Etobicoke	York	150	150
Hudson, P. O.	T. G. & B. Ry.	Bottom, 10 m.	Albion	Peel	50	150
Huntersville, P. O.	C. C. Ry.	Almonte, 5 1/2 m.	Hamsay	Lanark	150	156
Huntley, P. O.	C. C. Ry.	Suttonville, 6 m.	Huntley	Carleton	50	156
Huntsville, P. O.	N. Ry. (Musk. Br.)	Washago, 50 m.	Chilby	Musk. Dist.	147	147
Huron, Ry Sta.	G. W. Ry. (W.G. & B. S. Ex.)		Huron	Bruce	142	142
Huston, P. O.	G. W. Ry. (W.G. & B. M.L.)	Moorefield, 4 m.	Maryborough	Wellington	120	135
Huttonsville, P. O.	G. T. Ry.	Brampton, 4 m.	Chingacousy	Peel	70	150
Hyde Park Corner, P. O.	G. W. Ry.	London, 6 m.	London	Middlesex	50	134
Ila, P. O.	Mid. Ry.	Brunswick, 4 m.	Cavan	Durham	70	140
Ilderton, P. O.	G. T. Ry.	Lucan, 7 m.	London	Middlesex	200	134
Indiana, P. O. and Tel. Sta.	C. S. Ry. & G. W. Ry. (Air L.)	Cavara, 3 m.	Seneca	Haldimand	250	138
Indian River, P. O.	Mid. Ry.	Peterborough, 9 m.	Peterborough	Peterborough	400	140
Ingersoll, P. O., Tel. and Ry Sta.	G. W. Ry.	Cobocook, 26 m.	North Oxford	Oxford	4022	138
Ingold's, P. O.	T. & N. Ry.	Proton, 2 m.	Minden	Peterborough	30	140
Inkster, P. O.	T. G. & B. Ry.	Oxford, 14 m.	Proton	Grey	100	143
Inkermann, P. O. and Tel. Sta.	St. L. & O. Ry.	Ottawa, 40 m.	Mountain	Dundas	256	157
Inkermann, (Curran P. O.)	St. L. & O. Ry.	Bright, 7 m.	North Plantagenet	Prescott	157	157
Inverkip, P. O.	G. T. Ry. (B. & L. H. Br.)	Bramley, 1 m.	East Zorra	Oxford	200	138
Innisville, P. O.	B. & O. & C. Ry.	Kingston, 12 m.	Innisville	Simcoe	150	151
Inverary, P. O.	G. T. Ry.	Kincardine, 7 m.	Drummond	Lanark	200	144
Inverhuron, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Port Elgin, 11 m.	Starrington	Frontenac	150	142
Invermay, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)		Bruce	Bruce	150	142
Inwood, Ry Sta.	C. S. Ry. (St. Cl. Br.)	St. Thomas, 13 m.	Brook	Lambton	134	134
Iona, P. O.	G. W. Ry. (L. & Ft. S. Br.)	Lucan, 2 m.	Dunwich	Elgin	500	134
Ireland, (McMillan P. O.)	G. T. Ry.		McMillan	Middlesex	300	134
Irish Creek, Tel. and Ry Sta.	B. & O. Ry.		Wolford	Grenville	750	156
Iroquois, P. O., (Matilda Tel. & Ry Sta.)	G. T. Ry.	Argyle, 6 m.	Matilda	Dundas	781	157
Islay, P. O.	G. W. Ry.	Mimico, 2 m.	Fenelon	Victoria	300	140
Islington, P. O.	G. T. Ry.	Belleville, 20 m.	Etobicoke	York	220	150
Ivanhoe, P. O.	N. Ry.	Allandale, 9 m.	Huntingdon	Essex	100	144
Ivy, P. O.	T. G. & B. Ry.	Owen Sound, 6 m.	Derby	Grey	143	143
Jack-on, P. O.	G. W. Ry. (Air Line)	Aylmer, 7 m.	Yarmouth	Elgin	134	134
Jamestown	G. W. Ry. (W.G. & B. S. Ex.)	Bluevale, 5 m.	Morris	Huron	135	135
Janeville, P. O.	Mid. Ry.	Franklin, 7 m.	Manvers	Durham	140	140

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Jarratt's Corners, P. O.	N. Ry.	Orilla, 8 m.	Oro	Simcoe	151	151
Jarvis, P. O., Tel. and Ry Sta.	H. & L. E. Ry.		Walsora	Haldimand	184	184
Jasper, P. O.	R. & O. Ry.	Irish Creek Sta.	Walsora	Grenville	400	156
Jelley's Crossing, Ry Sta.	B. & O. Ry.		Elizabethtown	Leeds	750	156
Jersey	N. Ry.	Holland Landing, 11 m.	North Gwillimbury	York	50	150
Jerseyville, P. O.	G. W. Ry.	Lynden, 3 m.	Ancaster	Wentworth	150	138
Johnson's Mills, P. O.	G. T. Ry.	Godschick, 23 m.	Hay	Huron	100	135
Johnston, P. O.	T. G. & B. Ry.	Owen Sound, 10 m.	Sydenham	Groy	143	143
Johnstown, (Prescott P. O.)	G. T. & St. L. & O. Ry.	Prescott, 3 m.	Edwardsburg	Grenville	200	156
Jones Falls	G. T. & B. Ry.	Gannacoune, 16 m.	South Crosby	Leeds	50	156
Jordan, P. O.	G. W. Ry.	Jordan, 11 m.	Louth	Lincoln	200	139
Jordan, Ry Sta.	G. W. Ry.		Wilmot	Waterloo	75	135
Josephsburg, (St. Agatha P. O.)	G. T. Ry.	Petersburg, 4 m.		Grey	143	143
Judsonville, Tel. Sta.			Humphrey	Muskoka Dist.	147	147
Junction, (Ashdown P. O.)	N. Ry. (Musk. Br.)	Washago, 52 m.	Bosquet	Leamington	50	134
Jura, P. O.	G. T. Ry.	Foshat, 5 m.	Willoughby	Welland	40	139
Kable, (Black Creek P. O.)	C. S. Ry.	Black Creek, 1 m.	Kalder	Arlington	50	144
Kaladar, P. O. and Tel. Sta.	G. T. Ry.	Nipanes, 40 m.	North Gower	Carlton	150	156
Kars, P. O. and Tel. Sta.	St. L. & O. Ry.	Osgoode, 3 m.	Ellice	Path	50	135
Kasturville, (Selkingsville P. O.)	G. T. Ry. (B. & L. H. Br.)	Selkingsville, 11 m.	Metcalfe	Middlesex	150	134
Katesville, (Mount Hope P. O.)	G. W. Ry. (Sar. Br.)	Statthoy, 2 m.	Derry	Grey	143	143
Keady, P. O.	T. G. & B. Ry.	Chatsworth, 8 m.	Adjala	Simcoe	150	151
Keennanville, P. O. and Tel. Sta.	N. Ry.	Bradford, 16 m.	Otonabee	Peterborough	400	140
Keene, P. O.	Mid. Ry.	Peterborough, 12 m.	Chatham	Kent	131	131
Keith, P. O.	G. W. Ry.	Chatham, 18 m.	Oro	Victoria	140	140
Kelly's Ry Sta.	Mid. Ry.		Orillia	Victoria	200	138
Kelvin, P. O.	C. S. Ry.	Orillia, 6 m.	Windham	Norfolk	135	135
Kemble, P. O.	T. G. & B. Ry.	Owen Sound, 10 m.	Keppel	Grey	50	143
Kemptville, P. O., Tel. and Ry Sta.	St. L. & O. Ry.		Oxford	Grenville	872	156
Kendal, P. O.	G. T. Ry.	Newtonville, 9 m.	Clarke	Durham	250	140
Kenilworth, P. O. and Ry Sta.	T. G. & B. Ry.	Osgoode, 11 m.	Arthur	Wellington	50	135
Kennore, P. O. and Tel. Sta.	St. L. & O. Ry.	Osgoode, 11 m.	Osgoode	Russell	124	157
Kent Bridge, P. O.	G. W. Ry.	Thamesville, 71 m.	Chatham	Kent	50	131
Kentville	G. W. Ry. (W. G. & B. M. L.)	Alma, 10 m.	Peel	Wellington	20	135
Kepler, P. O.	G. T. Ry.	Kingston, 9 m.	Adelaide	Frontenac	150	144
Keywood, P. O., Tel. and Ry Sta.	G. W. Ry.	Cornwall, 31 m.	South Plantagenet	Prescott	80	157
Kery, P. O.	G. W. Ry.	Wanstead, 2 m.	Plympton	Lambton	75	134
Kertch, P. O.	N. Ry.	Ball Ewart	North Gwillimbury	York	125	150
Keswick, (Madina) P. O. and Tel. Sta.	N. Ry.	Aurora, 7 m.	King	York	150	150
Kettleby, P. O. and Tel. Sta.	G. W. Ry.	Keewau, 6 m.	Adelaide	Middlesex	200	134
Kewser, P. O.	G. W. Ry.	Wellington Square, 9 m.	Nelson	Hilton	250	130
Kilbride, P. O.	G. W. Ry.	Collins Inlet, 15 m.	Paslinch	Algoma	200	127
Kilburney, P. O.	W. G. & B. Ry.	Galt, 8 m.	Yarmouth	Wellington	200	135
Killeen, P. O.	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 6 m.	Caledon	Elgin	40	134
Killeby, P. O.	T. G. & B. Ry.	Paisley, 3 m.	Wolford	Grenville	50	156
Kilmanagh, P. O.	B. & O. Ry.	Irish Creek, 43 m.	Metcalfe	Middlesex	150	134
Kilmarnoch, P. O.	G. W. Ry.	Glencoe, 5 m.	Torblon	Carleton	100	156
Kilmartin, P. O.	C. C. Ry.	Arnprior, 12 m.	Rockford, 5 m.	Grey	80	143
Kilmaure, P. O.	T. G. & B. Ry.	Rockford, 5 m.	Konoka, 3 m.	Middlesex	50	134
Kilbyth, P. O.	G. W. Ry.	Markdale, 8 m.	Euphrasia	Grey	143	143
Kilworth, (P. O. at Byron)	T. G. & B. Ry.	Pakenham, 7 m.	Fitzroy	Carleton	100	156
Kimberley, P. O.	G. W. Ry. (W. G. & B. S. E.)		Kincardine	Brace	1907	142
Kimburn, P. O., Tel. and Ry Sta.	N. Ry.	King, 4 m.	King	York	300	150
Kincardine, P. O., Tel. and Ry Sta.	N. Ry.	King, 14 m.	King	York	100	150
King Creek, P. O.	N. Ry.	King, 14 m.	King	York	50	150
King Horn	G. W. Ry. (Air Line)	Tilsonburg, 11 m.	Houghton	Norfolk	50	138
King Lake, P. O.	G. T. Ry.	Godschick, 12 m.	Ashfield	Huron	100	135
King's Bridge, P. O.	G. T. Ry.	Tyendinaga, 7 m.	Malahide	Hastings	144	144
Kingsford, P. O.	G. S. Ry.		Kingston	Frontenac	12407	144
Kingsmill, Ry Sta.	G. T. Ry.	Kingston, 4 m.	Pittsburg	Frontenac	150	144
KINGSFORD, P. O., Tel. and Ry Sta.	C. S. Ry.	Essex Centre, 11 m.	Gosfield	Essex	800	131
Kingston Mills, P. O.	T. G. & B. Ry.	Bolton, 7 m.	Ellice	York	150	150
Kingville, P. O. and Tel. Sta.	G. T. Ry.	Mitchell, 10 m.	Ellice	Perth	150	135
Kinkora, P. O.	G. W. Ry. (W. G. & B. S. E.)	Lucknow, 10 m.	Kinloss	Brace	90	142
Kinloss, P. O.	G. W. Ry.	Godschick, 7 m.	Somerville	Victoria	100	140
Kinlough, P. O.	T. & N. Ry.	Cobocenk, 14 m.	Pickering	Ontario	90	150
Kinmount, P. O. and Tel. Sta.	W. & P. Ry.	Brooklin, 4 m.	Ashuel	Huron	70	135
Kinsale, P. O.	G. W. Ry. (W. G. & B. M. L.)	Huron, 12 m.	East Nisouri	Oxford	100	131
Kintail, P. O.	G. T. Ry.	Thornhill, 7 m.	Tuckersmith	Huron	135	135
Kintore, P. O.	G. T. Ry.	Seaford, 8 m.	Clark	Durham	80	140
Kippen, P. O.	G. T. Ry.	Newcastle, 7 m.	Lochiel	Victoria	100	140
Kirby, P. O.	T. & N. Ry.		Lochiel	Glengary	75	157
Kirkfield, P. O., Tel. and Ry Sta.	G. T. Ry.	Langton, 22 m.	Ualorne	Huron	200	135
Kirkhill, P. O.	G. T. Ry.	St. Mary's, 10 m.	Beverley	Wentworth	50	138
Kirkton, P. O.	G. W. Ry. (W. G. & B. M. L.)	Galt, 8 m.	Vaughan	York	400	150
Kirkwall, P. O.	T. G. & B. Ry.	Glencoe, 53 m.	Mosa	Middlesex	134	134
Klunburg, P. O., Tel. and Ry Sta.	G. W. Ry.	Rockwood, 5 m.	Nassagaweya	Hilton	150	150
Knapdale, P. O.	G. T. Ry.	Breslau, 4 m.	Lobo	Middlesex	500	134
Knatchbull, P. O.	G. W. Ry.	Larry, 44 m.	Waterloo	Waterloo	150	135
Konoka, P. O., Tel. and Ry Sta.	G. T. Ry.	Langton, 19 m.	Kenyon	Simcoe	100	151
Kossuth, P. O.	N. Ry.	Langton, 19 m.	Kenyon	Glengary	100	157
Lafontaine, P. O.	G. T. Ry.	Langton, 19 m.	Kenyon	Glengary	100	157
Laggan, P. O.	C. C. Ry.	Ranfur, 24 m.	Douro	Peterborough	300	140
Lake Doré, P. O.	Mid. Ry.	Peterborough, 18 m.	Harvey	Peterborough	140	140
Lakefield, (N. Douro P. O.) Tel. and Ry Sta.	Mid. Ry.	Clifford, 5 m.	Howick	Huron	100	135
Lakehurst, P. O.	G. W. Ry. (W. G. & B. M. L.)	St. Mary's, 10 m.	East Nisouri	Oxford	100	138
Lakelet, P. O.	G. T. Ry.	Kingston, 28 m.	Storrington	Frontenac	100	144
Lakeside, P. O.	G. T. Ry.	Pal Hill, 19 m.	Hay	Huron	100	135
Lake Opinicon, P. O.	G. T. Ry.	Belleville, 65 m.	Dungannon	Hastings	100	144
Lakeview, (Johnson's Mill P. O.)	G. T. Ry.	Agincourt, 5 m.	York	York	250	150
L'Anable, P. O.	T. & N. Ry.	London, 6 m.	Westminster	Middlesex	250	130
L'Amaroux, P. O.	G. W. Ry.	Sarnia, 23 m.	Sombra	Lambton	150	134
Lambeth Junction	G. T. & G. W. Ry.	Toronto, 5 m.	Etobicoke	York	50	157
Lambton, (Baby's Pt. P. O.)	G. W. Ry.	Cornwall, 3 m.	Cornwall	Stormont	740	156
Lambton Mills, (Etobicoke P. O.)	G. T. Ry.	Perth, 12 m.	Lancaster	Glengary	250	157
Lamer's Corners	B. & O. Ry. (P. Br.)		Wellesley	Waterloo	135	135
Lanark, P. O. and Tel. Sta.	G. T. Ry.	Peterborough, 7 m.	Otonabee	Peterborough	175	140
Lancaster, P. O., Tel. and Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Clifford, 5 m.	Brantford	Brant	120	138
Landersville	Mid. Ry.	Peterborough, 9 m.	Kinloss	Brace	100	142
Lang, P. O.	G. T. Ry.	Cainsville, 3 m.	Markham	York	125	150
Langford, P. O.	G. W. Ry. (W. G. & B. S. E.)	Lucknow, 5 m.	Walsingham	Norfolk	60	134
Langside, P. O.	N. Ry.	Thornhill, 41 m.	Laudowine	York	150	150
Langstaff, P. O.	G. W. Ry. (Air Line)	Courtland, 9 m.	York	York	150	150
Langton, P. O.	G. T. Ry.	Thornhill, 6 m.	Loughborough	Frontenac	144	144
Lansdowne, P. O., Tel. and Ry Sta.	N. Ry.	Kingston, 18 m.	Dunwich	Elgin	100	134
Lansing, P. O.	G. T. Ry.	Glencoe, 8 m.	King	York	150	150
Lapum, P. O.	G. W. Ry.	King, 21 m.	Storrington	Frontenac	144	144
Largio, P. O.	G. T. Ry.	Kingston, 8 m.	Glengary	Grey	250	143
Laskay, P. O.	T. G. & B. Ry.	Chatsworth, 14 m.	Thurlow	Hastings	200	144
Latimer, P. O.	G. T. Ry.	Belleville, 10 m.				
Latons, P. O.						
Latia's Mills, (Plainfield P. O.)						

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Landersville, (Bamberg P. O.)	G. T. Ry.	Petersburgh, 8 m.	Wellesley.	Waterloo.	40	135
Laurel, P. O.	T. O. & B. Ry.	Orangeville Junction, 8 m.	Amaranth.	Wellington.	40	135
Lavant, P. O.	R. & O. Ry. (P. Br.)	Perth, 25 m.	Lavant.	Lanark.	100	156
Javender, P. O.	N. Ry.	Angus, 12 1/2 m.	Mulmur.	Simcoe.	120	151
Lawrence, Ry. Sta.	G. W. Ry. (Air Line)		Soushield.	Elgin.		134
Lawrenceville.	C. S. Ry.	Niagara, 4 m.	Niagara.	Lincoln.		139
Layton, P. O.	T. A. N. Ry.	Wick, 3 1/2 m.	Brook.	Ontario.		150
Leamington, P. O. and Tel. Sta.	C. S. Ry.	Comber Sta., 13 m.	Menesa.	Essex.	200	131
Leaskdale, P. O.	T. & N. Ry.	Wick, 3 m.	Scott.	Ontario.	100	150
Leavens, (See Bayview.)	N. Ry.	Menford, 6 m.	St. Vincent.	Grey.	40	143
Leiston Place.	C. G. Ry.		On the Chaudière and	Vict. Is., Carleton.		156
Le Poulton.	G. T. Ry.	Vaudreuil, 23 m.	East Hawkesbury.	Prescott.		157
Lefroy, P. O., Tel. and Ry. Sta.	N. Ry.		Inniash.	Simcoe.	300	151
Leinster, P. O.	G. T. Ry.	Napanee, 13 m.	Richmond.	Lenox.	70	144
Leith, P. O. and Tel. Sta.	T. G. & B. Ry.	Owan Sound 4 m.	Sydenham.	Grey.	100	143
Lemonville, P. O.	T. & N. Ry.	Stouffville, 4 m.	Whitechurch.	York.	100	150
Lennox, P. O.	N. Ry.	LeRoy, 5 m.	Inniash.	Simcoe.		151
Lennox.	G. T. Ry.	Napanee, 4 m.	Fredericksburg.	Lenox.	70	144
Leskard, P. O.	G. T. Ry.	Scotchtown, 5 m.	Clark.	Durham.	200	146
Leslie, P. O. and Tel. Sta.	G. T. & W. Ry.	Toronto, 2 m.	York.	York.		150
Levierville, Tel. Sta.	G. T. & W. Ry.	Toronto, 2 1/2 m.	York.	York.	400	150
Lewistown, Ry. Sta.	G. W. Ry.		Chatham.	Kent.	100	131
Leury, P. O.	G. T. Ry.	Ailsa Craig, 4 m.	McGillivray.	Middlesex.	40	134
Lifford, P. O. & Ry. Sta.	Mid. Ry.	Bethany, 6 m.	Manvers.	Durham.	100	140
Lilley's Corners, P. O. (Sub.)	G. T. Ry.	London, 4 m.	London.	Middlesex.		159
Limehouse, P. O., Tel. and Ry. Sta.	G. T. Ry.		Equesing.	Halton.	150	150
Line Lake, P. O.	G. T. Ry.	Napanee, 18 m.	Hungerford.	Hastings.	50	144
Line's Corners.	C. S. Ry.	Cornell, 5 m.	North Norwich.	Oxford.		138
LINDSAY, P. O., Tel. & Ry. Sta.	Mid. Ry.		Ope.	Victoria.	4049	140
Lindsay, (Mill Haven P. O.)	G. T. Ry.	Ernestown, 3 1/2 m.	Ernestown.	Addington.	40	144
Linton, P. O.	T. G. & B. Ry.	Bolton, 8 m.	King.	York.	150	150
Linwood, P. O. and Tel. Sta.	G. T. Ry.	Berlin, 18 m.	Wellesley.	Waterloo.	200	135
Lisadel, (Fordwich P. O.)	T. G. & B. Ry.	Wroxeter, 5 m.	Howick.	Huron.	200	135
Liabon, P. O.	G. T. Ry.	Buden, 7 m.	North Easthope.	Perth.	100	135
Lisburn, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Huron, 1 m.	Huron.	Bruce.	50	142
Lisgar, Tel. Sta.	G. T. Ry.	Brantford, 8 m.	Toronto.	Peel.		150
LITTON, P. O., Tel. and Ry. Sta.	G. W. Ry. (W.G. & B. S. Ex.)		Walden.	Perth.	975	135
Little Britain, P. O.	Mid. Ry.	Lindsay, 10 m.	Mariposa.	Victoria.	339	140
Little Current, P. O.			Howland.	Algonia.	150	127
Little Rideau, P. O.	G. T. Ry.	Vauclieu, 33 m.	East Hawkesbury.	Prescott.	200	157
Lloydton, P. O. and Tel. Sta.	N. Ry.	Aurora, 14 m.	King.	York.	400	150
Lolo, P. O.	G. W. Ry.	Komoka, 5 m.	Lobo.	Middlesex.	100	134
Loch Garry, P. O.	G. T. Ry.	Summerstown, 14 m.	Kenyon.	Glengary.	100	157
Lochiel, P. O.	G. T. Ry.	Lancaster, 30 m.	Lochiel.	Glengary.	60	157
Lochinvar, P. O.	G. T. Ry.	Lochinvar, 25 m.	Lochiel.	Glengary.	50	157
Lockley, P. O.	C. G. Ry.	Renfrew, 29 m.	Albion.	Renfrew.		154
Lockton, P. O.	T. G. & B. Ry.	Mono Road, 5 m.	Albion.	Peel.	100	150
Lockville, P. O.	St. L. & O. Ry.	Oxford, 12 m.	Mountain.	Dundas.	100	157
Logierait, P. O.	C. S. Ry. (St. Cl. Br.)	Sarnia, 9 m.	Moore.	Lambton.	50	134
Lombard, P. O. (Late So. Elmsley).	B. & O. Ry.	Smith's Falls, 7 m.	South Elmsley.	Leeds.	150	156
Londesborough, P. O. & Tel. Sta.	G. T. Ry. (B. & L. H. Br.)	Clinton, 6 1/2 m.	Hullett.	Huron.	250	135
LONDON, P. O., Tel. & Ry. Sta.	G. T. Ry. (W.G. & B. S. Ex.)	& Pt. S. B.	London.	Middlesex.	15826	135
London East.	G. T. & O. W. Ry.	London 1/2 m.	London.	Middlesex.	2000	159
Long Island Locks, P. O.	St. L. & O. Ry.	Gloucester, 6 m.	Gloucester.	Russell.	350	157
Long Lake, P. O.	G. T. Ry.	Kingston, 40 m.	Olden.	Addington.		144
Longwood Station, P. O., Tel. & Ry. Sta.	C. S. Ry. (St. Cl. Br.)		Cardno.	Middlesex.	150	134
Lonsdale, P. O.	G. T. Ry.	Tyendinaga, 4 m.	Tyendinaga.	Hastings.	150	144
Lonsford Mills.	N. Ry. (Musk. Br.)	Mara, 6 m.	Rama.	Ontario.		150
Loretto, P. O.	N. Ry.	Bradford, 18 m.	Adala.	Simcoe.	90	151
LORIGAN, P. O. & Tel. Sta.	G. T. Ry.	Lancaster, 42 m.	Longueuil.	Prescott.	800	157
Lorne, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Kincardine, 4 m.	Kincardine.	Bruce.		142
Lorraine, P. O.	T. G. & B. Ry.	Orangeville, 16 1/2 m.	Mono.	Peel.		150
Lotus, P. O.	Mid. Ry.	Bethany, 9 m.	Manvers.	Durham.	150	140
Loughborough, P. O.	G. T. Ry.	Kingston, 12 m.	Loughborough.	Frontenac.	450	144
Louisville, P. O.	G. W. Ry.	Lewisville, 3 m.	Chatham.	Kent.	100	131
Lowat, P. O.	G. W. Ry. (W.G. & B. M.L.)	Paisley, 5 m.	Greenock.	Bruce.		142
Lowbanks, P. O.	G. T. Ry. (B. & L. H. Br.)	Feeder, 4 m.	Moulton.	Haldimand.	140	138
Lower Landing.	L. Ontario.		Amherst Island.	Addington.		144
Lowville, P. O. and Tel. Sta.	G. W. Ry.	Wellington Square, 10 m.	Nelson.	Halton.	150	150
Lujan, P. O., Tel. and Ry. Sta.	G. T. Ry.		Biddulph.	Middlesex.	1000	134
Lucknow, P. O., Tel. and Ry. Sta.	G. W. Ry. (W.G. & B. S. Ex.)		Kinloss.	Bruce.	800	142
Lumley, P. O.	G. T. Ry.	Seaforth, 13 m.	Usborne.	Huron.	200	135
Lunenburg, P. O.	G. T. Ry.	Dickinson's Landing, 3 m.	Chatham.	Simcoe.	250	157
Lurgan, P. O.	G. W. Ry. (W.G. & B. S. Ex.)	Kincardine, 10 m.	Huron.	Bruce.	100	142
Luther, P. O. and Ry. Sta.	T. G. & B. Ry.		Luther.	Wellington.	60	135
Luton, P. O.	G. T. Ry.	Aylmer, 4 m.	Malahide.	Elgin.	70	134
Lyn, P. O., Tel. and Ry. Sta.	G. W. Ry. (Air Line)		Elizabethtown.	Leeds.	750	156
Lynsden, P. O., Tel. and Ry. Sta.	G. W. Ry.		Beverley.	Wentworth.	400	138
Lyndhurst, P. O. & Tel. Sta.	G. T. Ry.	Lan-downe, 15 m.	Lan-downe.	Leeds.	500	156
Lynedoch, P. O.	G. W. Ry. (Air Line)	Delhi, 4 m.	Charlotteville.	Norfolk.	200	138
Lynville, P. O.	C. S. Ry.	Windsor, 6 m.	Windham.	Norfolk.	90	138
Lyons, P. O.	C. S. Ry.	Springfield, 4 m.	South Dorchester.	Elgin.	130	134
Maberly, P. O.	B. & O. Ry. (P. Br.)	Perth, 18 m.	South Sherbrooke.	Lanark.	100	156
Macintosh Mills, (Saintown P. O.)	G. T. Ry.	Mallorytown, 6 m.	Yonge.	Leeds.		156
Macdon, P. O.	G. W. Ry. (W.G. & B. M.L.)	Gildstone, 9 m.	Peel.	Wellington.	60	135
Macville, P. O.	T. G. & B. Ry.	Bolton, 3 m.	Albion.	Peel.	150	150
McDonald's Corners, P. O.	B. & O. Ry. (P. Br.)	Perth, 16 m.	Dalbousie.	Lanark.	150	156
McIntyre, P. O.	T. G. & B. Ry.	Flesherton & Priceville, 14 m.	Grey.	Grey.	60	143
McGillivray, P. O.	G. T. Ry.	Lucan, 2 m.	McGillivray.	Middlesex.	300	134
McNab, P. O.	G. T. Ry.	Lancaster, 24 m.	Lochiel.	Glengary.	50	157
McKellar, P. O.			McKellar.	Muskoka Dist.		147
Madoc, P. O. & Tel. Sta.	G. T. Ry.	Belleville, 26 m.	Madoc.	Hastings.	800	144
Madrid, (Foymount P. O.)	C. C. Ry.	Renfrew, 38 m.	Sebastopol.	Renfrew.		147
Magnetawan, P. O.	N. Ry. (Musk. Br.)	Washago, 67 m.	Chapman.	Muskoka Dist.	207	147
Magistone.	C. S. Ry.	Woodale, 3 m.	Maidstone.	Essex.		131
Maidstone P. O.	C. S. Ry.	Colchester, 5 m.	East Sandwich.	Essex.	125	131
Main's Corners, (Edwardsburg P. O.)	G. T. Ry.	Edwardsburg, 4 m.	Edwardsburg.	Grenville.	50	156
Maitland, P. O., Tel. & Ry. Sta.	G. T. Ry.		Augusta.	Grenville.	200	156
Maitlandville (Goderich P. O.)	G. T. Ry.	Goderich, 4 1/2 m.	Colborne.	Huron.	150	135
Malskott, P. O.	St. L. & O. Ry.	Kemptville, 11 m.	Malborough.	Carleton.	100	156
Malcolm, P. O.	G. W. Ry. (W.G. & B. M.L.)	Pinkerton, 7 m.	Brant.	Bruce.	85	142
Mallorytown, P. O., Tel. & Ry. Sta.	G. T. Ry.		Yonge.	Leeds.	300	156
Malone, P. O.	G. T. Ry.	Trouton, 36 m.	Marmora.	Hastings.	300	144
Malton, P. O., Tel. & Ry. Sta.	G. T. Ry.		Toronto.	Peel.	300	150
Malvern, P. O.	T. & N. Ry.	Agincourt 1 1/2 m.	Scarborough.	York.	125	150
Manchester, (Auburn P. O.)	G. T. Ry. (B. & L. H. Br.)	Goderich, 11 m.	Wawanosh.	Huron.	200	135
Manchester, P. O. and Tel. Sta.	W. & E. P. Ry.	Pr. Albert, 2 m.	Reach.	Ontario.	300	150
Mandamin, P. O., and Tel. Sta.	G. W. Ry. (Sar. Br.)		Plympton.	Lambton.	100	134
Manilla, P. O., and Tel. Sta.	T. & N. Ry.	Cannington, 5 m.	Maniposa.	Victoria.	500	140
Manitowaning, P. O.			Assignack.	Algonia Dist.		127
Manheim, P. O.	G. T. Ry.	Petersburg, 4 m.	Wilmot.	Waterloo.	250	156
Manotick, Tel. & Ry. Sta.	St. L. & O. Ry.	Manotick, 3 m.	Osgoode.	Carleton.		156
Manotick, P. O.	St. L. & O. Ry.		North Gower.	Carleton.		156
Manotick, P. O.	N. Ry.	Angus, 16 m.	Mulmur.	Simcoe.	100	151

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Manvers, (Ballyduff P. O.)	M.M. Ry.	Bethany, 6 m.	Manvers	Durham	100	140
Maple, P. O.	N. Ry.	Richmond Hill, 4 m.	Vaughan	York	250	150
Maple Grove (Mile Roches P. O.)	G. T. Ry.	Cornwall, 4 m.	Cornwall	Stormont	100	157
Maple Hill, P. O.	G. W. Ry. (W. G. & B. M. L.)	Walkerton, 4 m.	Brant	Brace	100	142
Maple Leaf	G. W. Ry.	Woodstock, 11 m.	East Oxford	Oxford	40	138
Mapleton, P. O.	T. G. & B. Ry.	C. S. Ry. (C. S. Ry. & B. M. L.)	Yarmouth	Elgin	70	134
Maple Valley, P. O.	G. T. Ry. (B. & L. H. Br.)	Proton, 13 m.	Nottingham	Simcoe	30	151
Maplewood, P. O.	T. G. & B. Ry.	Tavistock, 6 m.	West Zorra	Oxford	152	142
Mara, Tel. and Ry Sta.	N. Ry. (Musk. Br.)	Owen Sound, 28 m.	Albion	Brace	150	142
Mara, P. O.	T. A. N. Ry.	Barrie, 25 m.	Mara	Ontario	150	150
Marathon, P. O.	C. T. Ry.	Portage Road, 9 m.	Mara	Ontario	150	150
Marble Rock, P. O.	G. T. Ry.	Pakenham, 10 m.	Fitzroy	Carleton	60	156
Mareh, P. O.	C. T. Ry.	Gananoque, 4 m.	Leeds	Leeds	50	156
Marchmount, P. O.	N. Ry.	Bell's Corners, 12 m.	March	Carleton	70	156
Marden, P. O.	G. T. Ry.	Orillia, 4 m.	Guelph	Simcoe	100	151
Markdale, P. O., Tel. and Ry Sta.	T. G. & B. Ry.	Toronto, 22 m.	Guelph	Simcoe	100	151
Markham, P. O., Tel. and Ry Sta.	T. A. N. Ry.	Toronto, 22 m.	Guelph	Simcoe	100	151
Markham, P. O.	G. T. Ry.	Napanee, 16 m.	Hungerford	Hastings	40	144
Marmora, P. O. and Tel. Sta.	G. T. Ry.	Chatsworth, 9 m.	Sullivan	Grey	143	143
Marmoch, P. O.	G. W. Ry. (W. G. & B. M. L.)	Belleville, 32 m.	Marmora	Hastings	250	144
Marsh Hill, P. O.	T. A. N. Ry.	Wingham, 8 m.	Wawanosh	Huron	135	145
Marshallville, P. O., Tel. and Ry Sta.	G. W. Ry. (Air Line)	Wick, 1 m.	Rench	Ontario	150	150
Marston, P. O.	G. W. Ry. (Air Line)	Cayuga, 22 m.	Walsingham	Welland	200	139
Marsville (Reading P. O.)	G. W. Ry. (W. G. & B. M. L.)	Courtland, 13 m.	Walsingham	Norfolk	50	138
Mary Lake, P. O.	G. T. Ry.	Fergus, 13 m.	East Garafraxa	Wellington	100	135
Marysville, P. O.	G. T. Ry.	Lancaster, 11 m.	Charlotteburg	Glengary	400	157
Massey, P. O.	G. T. Ry.	Bacebridge, 14 m.	Stephenson	Muskoka Dist.	147	147
Matawatahan, P. O.	T. A. & B. Ry.	Tyendinaga, 1 m.	Tyendinaga	Hastings	100	144
Matilda, (Iroquois P. O.) Tel. and Ry Sta.	C. T. Ry.	Chatsworth, 6 m.	Holland	Grey	143	143
Mathers, P. O.	G. T. Ry.	Renfrew, 47 m.	Matawatahan	Renfrew	130	154
Matlock, P. O.	Md. Ry.	Peterborough, 8 m.	Matilda	Dundas	781	157
Mattawa, P. O.	G. T. Ry.	Cambridge, 34 m.	Ononabe	Peterborough	50	146
Mazwell, P. O. and Tel. Sta.	Ottawa River	Raspiles de Jonchies, 55 m.	Plympton	Lambton	50	130
Mayfair, P. O.	T. G. & B. Ry.	Fiesher & Priceville, 11 m.	Nipissing Dist.	Grey	100	143
Mayfield, P. O.	G. W. Ry.	Appin Sta, 3 m.	Opey	Middlesex	134	134
Mayne	G. T. Ry.	Brampton, 7 m.	Ekfrid	Peel	80	150
Maynard, P. O.	G. W. Ry. (W. G. & B. M. L.)	Gowanstown, 5 m.	Chinguacousy	Perth	135	135
Maynooth, P. O.	G. T. Ry.	Prescott, 5 m.	Wallace	Grenville	170	156
McAuliffe, P. O. and Tel. Sta.	G. T. Ry.	Belleville, 85 m.	Augusta	Hastings	144	144
McFarland, P. O., Tel. and Ry Sta.	N. Ry.	Brampton, 54 m.	Monteagle	Peel	300	150
Medina (Kewick P. O.)	N. Ry.	Collingwood, 22 m.	St. Vincent	Grey	1200	143
Medonte, P. O.	G. T. Ry.	Bell Ewart, 4 m.	North Gwillimbury	York	125	150
Medonville, P. O.	N. Ry.	St. Mary's, 8 m.	East Nisour	Oxford	65	138
Melanthorn, P. O.	T. G. & B. Ry.	Orillia, 15 m.	Medonte	Simcoe	151	151
Melbourne, Ry Sta.	C. S. Ry. (St. Cl. Br.)	Shelburne, 4 m.	Shelburne	Grey	35	143
Melrose	G. W. Ry.	Komoka, 4 m.	Ekfrid	Middlesex	150	134
Melrose, P. O.	G. T. Ry.	Shannonville, 34 m.	Lobo	Middlesex	150	134
Melissa, P. O.	N. Ry. (Musk. Br.)	Orangeville, 24 m.	Hastings	100	144	144
Melville (Orangeville P. O.)	T. G. & B. Ry.	Belleville, 12 m.	Chafley	Muskoka Dist.	147	147
Melville, P. O.	G. T. Ry.	Trenton, 15 m.	Caledon	Peel	100	150
Mennie, P. O.	G. W. Ry.	Hamilton, 34 m.	Hillier	Prince Edward	80	144
Merriton, P. O., Tel. and Ry Sta.	B. & O. Ry.	Bitanna, 4 m.	Seymour	Northumberland	150	140
Merrivale, P. O.	C. S. Ry.	Pitcher, 5 m.	Graham	Lincoln	1000	139
Mertin, P. O.	B. & O. Ry.	Irish Creek, 9 m.	Nepean	Carleton	156	156
Merrickville, P. O. and Tel. Sta.	C. S. Ry.	Tilbury, 17 m.	Raleigh	Kent	75	181
Mersa	G. W. Ry.	Appleby, 3 m.	Walford	Grenville	925	156
Merton	St. L. & O. Ry.	Osgoode, 9 m.	Mersa	Essex	131	131
Mexico, (Osgoode P. O.) Tel. Sta.	T. G. & B. Ry.	Arthur, 7 m.	Nelson	Halton	150	150
Mets, P. O.	G. T. Ry.	Brighton, 16 m.	Osgoode	Russell	350	157
Meyersburg, P. O.	G. W. Ry. (Air Line)	Sault Ste. Marie, 120 m.	Garafraxa	Wellington	135	135
Michael's Bay, P. O.	G. T. Ry. (B. & L. H. Br.)	Brantford, 10 m.	Seymour	Northumberland	80	140
Michigan Road, Ry Sta.	N. Ry.	Bradford, 2 m.	Ilkermagh	Algoma Dist.	125	125
Michigan River, P. O.	G. W. Ry. (Air Line)	Perth, 18 m.	Moulton	Algoma Dist.	138	138
Middleport, Ry Sta.	B. & O. Ry. (P. Br.)	Barrie, 5 m.	West Gwillimbury	Simcoe	151	151
Middleton	N. Ry.	Collingwood, 30 m.	Ekfrid	Middlesex	134	134
Middlemiss, Ry Sta.	G. T. Ry.	Kingston, 15 m.	Lanark	Simcoe	100	151
Middleville, P. O.	G. W. Ry. (W. G. & B. M. L.)	Belleville, 25 m.	Vespra	Simcoe	151	151
Midhurst, P. O.	G. T. Ry.	Oxford, 2 m.	Tay	Simcoe	151	151
Midland, P. O. and Tel. Sta.	St. L. & O. Ry.	Stratford, 16 m.	Storrington	Frontenac	50	144
Midway, Tel. Sta.	G. T. Ry.	Belleville, 38 m.	Carriok	Brace	250	142
Midway, P. O., Tel. and Ry Sta.	Md. Ry.	St. Thomas	Marysburg	Prince Edward	400	144
Milford, P. O. and Tel. Sta.	G. W. Ry. (L. & P. S. Br.)	Dundas, 5 m.	Oxford	Grenville	150	156
Millar's Corners, (Oxford P. O.)	G. W. Ry.	Ernestown, 2 m.	Mornington	Perth	300	135
Millbank, P. O. and Tel. Sta.	G. T. Ry.	Unionville, 2 m.	Tudor	Hastings	100	144
Mill Bridge, P. O.	G. T. Ry.	Napanee, 6 m.	Cavan	Durham	1200	140
Mill Brook, P. O., Tel. and Ry Sta.	G. T. Ry.	Shannonville, 2 m.	Cornwall	Stormont	300	157
Mill Roches, P. O., Tel. & Ry Sta.	G. W. Ry.	St. Thomas	Yarmouth	Elgin	110	134
Millsburg (St. Thomas P. O.)	G. T. Ry.	Ernestown, 2 m.	West Flamboro	Wentworth	180	138
Mill Grove, P. O.	G. T. Ry.	Unionville, 2 m.	Lenox	York	100	144
Millhaven, P. O.	G. T. Ry.	Napanee, 6 m.	Markham	York	30	150
Milliken, P. O.	G. T. Ry.	Shannonville, 2 m.	Tyendinaga	Hastings	500	144
Mill Point, P. O. and Tel. Sta.	T. A. N. Ry.	Markham, 3 m.	Hastings	280	144	144
Milton	G. T. Ry.	Bronte, 11 m.	Markham	York	125	150
Milnesville, P. O.	G. T. Ry.	Stratford, 17 m.	Trafalgar	Halton	891	150
MILTON, P. O. and Tel. Sta.	G. W. Ry.	Cobocook, 25 m.	Mornington	Perth	150	135
Milton, P. O. and Tel. Sta.	T. & N. Ry.	Cobocook, 11 m.	Elohoche	York	100	150
Minden, P. O. and Tel. Sta.	T. & N. Ry.	Fergus, 13 m.	Minden	Peterborough	150	140
Miner's Bay	G. W. Ry. (W. G. & B. M. L.)	Barrie, 9 m.	Lutterworth	Victoria	100	140
Mimosa, P. O.	N. Ry.	Chatham, 14 m.	Erin	Wellington	50	135
Kinesing, P. O.	G. T. Ry.	Guelph, 15 m.	Vespra	Simcoe	50	151
Mitchell, P. O., Tel. & Ry Sta.	G. W. Ry.	Chatham, 14 m.	Logan	Perth	1802	135
Mitchell's Bay, P. O.	G. T. Ry.	Guelph, 15 m.	Dover East	Kent	131	131
Moffat, P. O.	G. W. & G. T. Ry.	Brantford, 6 m.	Nassagaweya	Halton	150	150
Mohawk, P. O.	C. C. Ry.	Pakenham, 10 m.	Brantford	Brant	400	138
Mohr's Corners, P. O. (Hubbels Falls) & Tel. Sta.	G. T. Ry.	Belleville, 16 m.	Fitzroy	Carleton	100	156
Morm, P. O.	G. W. Ry. (W. G. & B. M. L.)	Kenilworth, 7 m.	Hungerford	Hastings	144	144
Moscow, P. O.	G. T. Ry.	Cornwall, 12 m.	Markham	York	100	150
Monck, P. O.	G. T. Ry.	Stouffville, 3 m.	Elms	Perth	200	135
Monckland, P. O.	T. G. & B. Ry.	Paisley, 4 m.	Mono	Simcoe	500	150
Monenynoro, P. O.	B. & O. Ry.	St. Mary's, 8 m.	Chinguacousy	Peel	150	150
Mongolia, P. O.	G. W. Ry. (Wel.)	Port Robinson, 4 m.	Montague	Lanark	100	156
Monkton, P. O. and Tel. Sta.	C. S. Ry. (St. Cl. Br.)	Moorefield, 14 m.	Monteagle	Hastings	144	144
Mono Centre, P. O.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Stamford	Welland	100	139
Mono Mills, P. O. & Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Moore	Lambton	134	134
Mono Road, P. O., Tel. & Ry Sta.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135
Montague, P. O.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135
Montague Valley, P. O.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135
Montrose, P. O.	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135
Moore, P. O. (Courtwright Sta.)	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135
Moore (Hinton P. O.)	G. W. Ry. (W. G. & B. M. L.)	Moorefield, 14 m.	Maryborough	Wellington	135	135

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SEE PAGE
Moorefield, P. O. & Tel. Sta.	G. W. Ry. (W.G. & B. M.L.)	Lucan, 5 m.	Maryborough.	Wellington.	400	135
Mooreville (Adams P. O.).	G. T. Ry.		Biddulph.	Middlesex.	80	134
Mooretown, Tel. & Ry. Sta.	C. S. Ry. (St. Cl. Br.)		Lambton.		400	134
Moose Creek, P. O.	G. T. Ry.	Millie Roches, 20 m.	Roxborough.	Stormont.	50	157
Moraton.	C. C. Ry.	Suttonville, 13 m.	Huntley.	Carleton.	150	156
Moray, P. O.	G. T. Ry.	Park Hill, 3 m.	Metullivray.	Middlesex.	150	134
Morewood, P. O.	St. L. & O. Ry.	Kemptville, 19 m.	Dundas.	Winchester.	100	137
Morganston, P. O.	N. Ry.	Colborne, 12 m.	Cramahe.	Northumberland.	90	140
Morningside Mills, P. O.	N. Ry.	Meaford, 10 m.	St. Vincent.	Grey.	143	143
Morpeth, P. O.	G. T. Ry.	Stratford, 18 m.	Mornington.	Perth.	50	135
Morrisbank, P. O.	C. S. Ry.	Ridgeway, 6 m.	Howard.	Kent.	600	131
Morrisdale.	G. W. Ry. (W.G. & B. S. Ex.)	Bluevale, 5 m.	Morris.	Huron.	40	133
Morrisburg, P. O., Tel. & Ry. Sta.	G. W. Ry. (W.G. & B. S. Ex.)	Ainslieville, 3 m.	Morris.	Huron.	133	133
Morrison, P. O.	G. T. Ry.		Williamsburg.	Dundas.	1150	137
Mortlake.	G. T. Ry. (W.G. & B. M.L.)	Guelph, 9 m.	Paslinch.	Wellington.	400	135
Morton, P. O. and Tel. Sta.	G. T. Ry.	Scarborough, 3 m.	Scarborough.	York.	120	150
Morven, P. O.	G. T. Ry.	Gnanogue, 14 m.	South Crosby.	Leeds.	250	156
Moscow, P. O.	G. T. Ry.	Napanee, 5 m.	Ernestown.	Lenox.	50	144
Moscow, (Drumbo P. O.).	G. T. Ry.	Napanee, 18 m.	Camden East.	Addington.	60	142
Mossley, P. O.	G. T. Ry. (B. & L. H. Br.)	Drumbo, 2 m.	Blenheim.	Oxford.	40	138
Motherwell, P. O.	G. W. Ry.	Dorchester, 5 m.	North Dorchester.	Middlesex.	120	134
Moulton, Tel. & Ry. Sta. (Mille Roches P. O.).	G. T. Ry.	St. Mary's, 7 m.	Fallston.	Perth.	100	135
Mountain Grove, P. O.	G. T. Ry.	Corwall, 5 m.	Conwall.	Stormont.	120	137
Mountain Mill's, (Piston P. O.).	G. T. Ry.	Kingston, 45 m.	Olden.	Addington.	50	144
Main View, P. O.	G. T. Ry.	Belleville, 5 m.	Marysburgh.	Prince Edward.	40	144
Mount Albert, P. O.	N. Ry.	Holland Landing, 9 m.	Ameliasburg.	Prince Edward.	80	144
Mount Albion, P. O.	H. & L. E. Ry.	Rymal, 1 m.	East Willimbury.	York.	150	150
Mount Aish.	T. G. & B. Ry.	Bolton, 5 m.	Saltfleet.	Wentworth.	100	138
Mount Arish.	G. W. Ry.		Albion.	Peel.	150	136
Mount Brydges, P. O., Tel. & Ry. Sta.	G. T. Ry.	Park Hill, 9 m.	Carleton.	Middlesex.	550	134
Mount Carmel, (Oils P. O.).	G. T. Ry.	Malton, 24 m.	Stephen.	Huron.	150	135
Mount Charles, P. O.	G. T. Ry.	Ingersoll, 5 m.	Toronto.	Peel.	120	135
Mount Elgin, P. O. and Tel. Sta.	G. W. Ry.	Cobocok, 15 m.	Dereham.	Oxford.	135	138
Mount Erwin.	T. & N. Ry.		Galway.	Peterborough.	140	140
Mount Forest, P. O., Tel. & Ry. Sta.	T. G. & B. Ry.		Arthur.	Wellington.	1370	135
Mount Healey, P. O.	G. W. Ry.	Cayuga, 4 m.	Onesida.	Haldimand.	100	133
Mount Hope, (Glandford P. O.).	G. W. & H. & L. E. Ry.	Hamilton, 7 m.	Glandford.	Wentworth.	138	138
Mount Horeb, P. O.	Mid. Ry.	Lindsay, 9 m.	Ops.	Victoria.	120	140
Mount Hurst, P. O.	T. G. & L. Ry.	Bolton, 44 m.	Albion.	Peel.	130	150
Mount Pleasant, (Mohawk P. O.).	G. T. & O. W. Ry.	Brantford, 5 m.	Brantford.	Brant.	400	138
Mount Pleasant, P. O.	Mid. Ry.	Franklin, 5 m.	Cavan.	Durham.	200	140
Mount Pleasant, (Bradford P. O.).	N. Ry.	Bradford, 12 m.	West Willimbury.	Simcoe.	100	151
Mount St. Louis, P. O.	N. Ry.	Orillia, 18 m.	Medonte.	Simcoe.	150	151
Mount St. Patrick, P. C.	C. C. Ry.	Renfrew, 17 m.	Brougham.	Renfrew.	100	154
Mount Salem, P. O.	G. W. Ry. (Air Line).	Aylmer, 7 m.	Malahide.	Elgin.	60	134
Mount Vernon, P. O.	G. W. Ry.	Waterdown, 11 m.	East Flamboro.	Wentworth.	75	138
Mount Webster, P. O.	G. T. & G. W. Ry.	Brantford, 7 m.	Brantford.	Brant.	100	138
Mount Wolfe, P. O.	T. G. & B. Ry.	Lansdowne, 7 m.	Lansdowne.	Leeds.	150	156
Muir, (Sub P. O.).	G. T. Ry.	Bolton, 6 m.	Albion.	Peel.	100	150
Mulgrave, P. O.	G. T. Ry.	London, 4 m.	London.	Middlesex.	139	139
Mulmur, P. O.	G. T. Ry.	Ridgeway, 5 m.	Bertie.	Welland.	100	139
Murphy, P. O.	T. G. & B. Ry.	Shelburne, 10 m.	Mulmur.	Simcoe.	150	131
Murster, P. O.	C. S. Ry. (St. Cl. Br.)	Delaware, 2 m.	Caradoc.	Middlesex.	100	134
Murray, P. O.	C. C. Ry.	Ashion, 7 m.	Goulbourn.	Carleton.	50	156
Murvale, P. O.	G. T. Ry.	Brighton, 10 m.	Murray.	Northumberland.	200	140
Muskoka Falls, P. O.	G. T. Ry.	Kingston, 12 m.	Portland.	Frontenac.	40	144
Muskegon, P. O.	N. Ry. (Musk. Br.)	Washago, 17 m.	Draper.	Victoria.	50	140
Myrehill, P. O.	G. T. Ry.	Stratford, 13 m.	Mornington.	Perth.	30	135
Myrtle, P. O. and Ry. Sta.	G. T. Ry.	Shannonville, 10 m.	Tyendinaga.	Hastings.	40	144
Nairn, P. O.	W. & P. P. Ry.		Whitby.	Ontario.	50	150
Nanticoke, P. O.	G. T. Ry.	Ailsa Craig, 3 m.	East Willimbury.	Middlesex.	200	134
NAPANEE P. O., Tel. & Ry. Sta.	G. W. Ry. (Air Line).	Jarvis, 8 m.	Walpole.	Haldimand.	200	138
Napanee Mills, P. O.	G. T. Ry.		Richmond.	Lenox.	2967	144
Nepier, P. O.	G. T. Ry.	Napanee, 5 m.	Camden East.	Addington.	100	144
Napierston, P. O.	C. S. Ry. (St. Cl. Br.)	Ekfrid, 6 m.	Metcalfe.	Middlesex.	250	134
Nassagaweya, P. O.	G. W. Ry. (Str. Br.)	Kerwood, 2 m.	Atelade.	Middlesex.	130	134
Nassagaweya Mills.	G. T. Ry.	Rockwood, 9 m.	Nassagaweya.	Halton.	150	150
Nassau Mills, Ry. Sta.	G. W. Ry.	Bronte, 12 m.	Nassagaweya.	Halton.	150	150
Nasav, P. O.	Mid. Ry.		Douro.	Peterborough.	140	140
Nelbostown, (Balmoral P. O.).	B. & O. & St. L. & O. Ry.	Ottawa, 15 m.	Camden East.	Russell.	80	157
Nelson, P. O.	G. W. Ry.	Cayuga, 5 m.	Elchrum.	Haldimand.	80	157
Nenagh, P. O.	G. W. Ry.	Wellington Square, 4 m.	Nelson.	Halton.	100	150
Netherby, P. O.	T. G. & B. Ry.	Mount Forest, 74 m.	Normanby.	Grey.	300	143
Nestlé, P. O., and Tel. Sta.	G. W. Ry. (Wel.)	Welland, 84 m.	Normanby.	Welland.	100	139
New Aberlone, P. O.	G. W. Ry. (W.G. & B. M.L.)	Walkerton, 11 m.	Normanby.	Grey.	650	143
Newark, P. O.	N. Ry.	Hawkestone, 6 m.	Oro.	Simcoe.	200	151
Newbliss, P. O.	G. T. Ry.	Don, 21 m.	Waterloo.	Windsor.	50	135
Newbrough, P. O., and Tel. Sta.	G. W. Ry.	Woodstock, 12 m.	North Norwich.	Oxford.	100	134
New Boyne, P. O.	G. T. Ry.	Irish Creek, 4 m.	Kitley.	Leeds.	250	156
Newbridge, P. O.	B. & O. Ry. (P. Br.)	Perth, 25 m.	North Crosby.	Leeds.	500	156
Newburgh, P. O., Tel. & Ry. Sta.	B. & O. Ry.	Lish Creek, 12 m.	Bastard.	Leeds.	130	153
Newcombs, P. O.	T. G. & B. Ry.	Fordwich, 5 m.	Howick.	Huron.	130	135
Newcombs Mills, (Odrington, P. O.).	G. T. Ry.	Napanee, 6 m.	Camden East.	Addington.	828	144
Newcastle, P. O., Tel. & Ry. Sta.	G. W. Ry.	Washago, 70 m.	Mosa.	Middlesex.	1000	134
New Credit.	N. Ry. (Musk. Br.)	Brighton, 8 m.	Ingerman.	Muskoka Dist.	50	147
New Dominion.	G. T. Ry.		Clarke.	Northumberland.	60	140
New Dublin, P. O.	H. & L. E. Ry.	Ballsbridge, 3 m.	Clarke.	Durham.	1100	140
New Dundas, P. O. and Tel. Sta.	C. T. Ry.	Cornwall, 21 m.	Kenyon.	Brant.	738	138
New Durham, P. O.	B. & O. Ry.	Bellamy, 3 m.	Elizabethtown.	Glengary.	120	157
New Dighton, P. O.	G. W. Ry.	Petersburg, 6 m.	Wilmot.	Leeds.	150	156
New Edinburgh, P. O. & Tel. Sta.	G. W. Ry.	Princeton, 12 m.	Burford.	Waterloo.	300	135
New Germany, (Glenora P. O.).	B. & O. & St. L. & O. Ry.	Ottawa, 1 m.	Gloucester.	Brant.	150	133
New Glengary, (Stevensville P. O.).	G. T. Ry.	Bellamy, 3 m.	Gloucester.	Carleton.	598	158
New Glasgow, (Albion P. O.).	C. S. Ry.	Black Creek, 8 m.	Bertie.	Welland.	150	135
New Hamburg, P. O., Tel. & Ry. Sta.	C. S. Ry.	Rodney, 4 m.	Aldborough.	Elgin.	150	134
Newington, P. O.	G. T. Ry.	Dickinson's Landing, 9 m.	Wilmot.	Waterloo.	1003	135
New Lancaster, (Rivière Blanche, P. O. & Ry. Sta.).	G. T. Ry.		Canabruk.	Stormont.	90	137
New Lowell, P. O., Tel. & Ry. Sta.	G. T. Ry.		Lancaster.	Glengary.	350	157
Newmarket, P. O., Tel. & Ry. Sta.	N. Ry.	Whitchurch.	Sunnyside.	Simcoe.	280	151
Newport, P. O.	N. Ry.		Whitchurch.	York.	1700	150
New Ross, P. O.	G. T. & G. W. Ry.	Brantford, 3 m.	Brantford.	Brant.	100	133
Newry, Ry. Sta.	G. T. Ry.	Matilda, 9 m.	Matilda.	Dundas.	120	137
Newry, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. S. Ex.)	Lisakewell, 6 m.	Elma.	Perth.	75	135
New Sarum, P. O. and Tel. Sta.	G. W. Ry. (W.G. & B. S. Ex.)	St. Thomas, 7 m.	Elma.	Perth.	130	135
Newton, P. O.	G. W. Ry. (Air Line).	Newtonville, 3 m.	Clark.	York.	350	134
Newton Brook, P. O.	N. Ry.	Thornhill, 5 m.	Clark.	York.	200	140
Newtonville, Tel. & Ry. Sta.	G. T. Ry.		Clark.	Durham.	140	140
Newtonville, P. O.	G. T. Ry.		Clark.	Durham.	140	140
Newtonville, P. O.	G. T. Ry.		Clark.	Durham.	140	140
Nipaw, P. O., Tel. & Ry. Sta.	N. Ry.		Clark.	Durham.	140	140
Nipaw Falls.	C. S. Ry.		Clark.	Durham.	140	140
Nicolson, P. O. and Tel. Sta.	G. W. & N. Y. C. & E. Ry.		Clark.	Durham.	140	140
	G. T. Ry.	Gilford, 14 m.	Clark.	Durham.	140	140

For explanations, names of Railroads abbreviated, etc., see page 183.

For explanations, names of Railroads abbreviated, etc., see page 149

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE.
Payne, R'y Sta.	C. S. R'y (St. Cl. Br.).		Southwold	Elgin		134
Peabody, P. O.	T. G. & B. R'y	Chatham, 12 m.	Sullivan	Grey	300	143
Peapabun, P. O.	T. G. & B. R'y	Luther, 4 m.	Luther	Wellington		135
Pefferslaw, P. O.	T. & N. R'y	Cannington, 9 m.	Georgina	York	100	150
Pelham Union, P. O. and Tel. Sta.	G. W. R'y	Jordan, 5 m.	Clinton	Lincoln	50	139
PEMBROKE, P. O. and Tel. Sta.	C. C. R'y	Renfrew, 34 m.	Pembroke	Renfrew	1508	154
Pendleton, P. O.	St. L. & O. & C. C. R'y.	Ottawa, 40 m.	North Plantagenet.	Prescott	70	157
Penelanguishene, P. O. and Tel. Sta.	Georgian Bay.	Barrie, 32 m.	Tily	Simcoe	100	151
Penswick, (Allandale P. O.).	N. R'y	Almida, 2 1/2 m.	Simcoe	Simcoe	50	151
Pentland, P. O.	G. W. R'y (W. G. & B. M.L.)	Alma, 3 m.	Pittsford	Wellington	30	135
Penville, P. O.	N. R'y	Bradford, 10 m.	Tecumseh	Simcoe	120	151
Perch Station, P. O. and Tel. Sta.	G. T. R'y		Sarnia	Lambton		134
Perm, P. O.	T. G. & B. R'y.	Shelburne, 11 m.	Mulmur.	Simcoe	20	151
Perretton, P. O.	C. C. R'y	Castelford, 30 m.	Westmeath	Renfrew		154
Perrytown, P. O.	Mid. R'y	Perrytown, 1 m.	Hope	Durham	200	140
Perrytown, R'y Sta.	Mid. R'y		Hope	Durham		140
PERTH, P. O., Tel. & R'y Sta.	B. & O. R'y. (P. Br.).		Drummond	Lanark	2375	158
Petu.	G. W. R'y	Bronte, 12 m.	Esqueing	Halton		150
Peterville	N. R'y	Aurora, 2 1/2 m.	Whitchurch	York	80	150
PETERBOROUGH, P. O., Tel. and R'y Sta.	Mid. R'y		Monaghan	Peterborough	4611	140
Petersburg, P. O., Tel. and R'y Sta.	G. T. R'y		Wilmot	Waterloo	150	135
Petersburgh, (Humberson P. O.).	G. T. & G. W. R'y (Wel.).	Port Colborne, 1 m.	Humberstone	Welland	400	139
Peterson, P. O.	T. & N. R'y	Cobocook, 30 m.	Minden	Peterborough		140
Peterson's Ferry	G. T. R'y	Napinee, 10 m.	Sophiasburg.	Prince Edward	50	144
Petersville, P. O. Sub.	G. W. R'y	Loudon, 1 m.	London	Middlesex	400	159
Petewana, P. O. & Tel. Sta.	C. C. R'y	Renfrew, 42 m.	Petewawa.	Renfrew		154
Petherton, P. O. and Tel. Sta.	T. G. & B. R'y.	Renfrew, 2 m.	Arthur	Wellington	150	135
Petrolia, P. O., Tel. & R'y Sta.	G. W. R'y (Pet. Br.).		Emmiskillen	Lambton	2851	134
Petworth, P. O. and Tel. Sta.	N. R'y		P. Island	Frontenac	200	144
Phelpsford, P. O.	G. T. R'y	Napinee, 18 m.	Flores	Simcoe		151
Phillipsburg, P. O. and Tel. Sta.	G. T. R'y	Barrie, 14 m.	Wilmot	Waterloo	300	135
Phillipsville, P. O.	B. & O. R'y	Baden, 3 1/2 m.	Bastard	Leeds	100	156
Pickering, P. O. (Duffins Creek Sta.).	G. T. R'y	Wolford, 18 m.	Pickering	Ontario	500	150
PICTON, P. O. and Tel. Sta.	G. T. R'y		Hallowell	Prince Edward	2361	144
Pike Falls, R'y Sta.	B. & O. R'y. (P. Br.).	Napinee, 20 m.	North Elmstley.	Lanark		156
Pimble, P. O.	T. & N. R'y	Sunderland, 2 1/2 m.	Brook	Ontario		150
Pine Grove, P. O.	T. G. & B. R'y.	Woodbridge, 1 m.	Vaughan	York	250	150
Pine Orchard, P. O.	N. R'y	Newmarket, 4 1/2 m.	Whitchurch	York	100	142
Pine River, P. O.	G. W. R'y (W. G. & B. M.L.)	Kincardine, 6 m.	Huron	Bruce	100	142
Pinkerton, P. O. and R'y Sta.	G. W. R'y (W. G. & B. M.L.)		Greenock	Bruce	80	144
Pittsford, P. O.	G. T. R'y	Baltantyne's, 4 m.	Pittsburg	Frontenac	60	144
Pittston, P. O.	St. L. & O. R'y	Spencerville, 6 m.	Edwardsburg.	Grenville		156
Plainfield, P. O.	G. T. R'y	Bellefleur, 10 m.	Thurlow	Hastings	200	144
Plainville, (Cold Springs P. O.).	Mid. R'y	Perrytown, 4 m.	Hamilton	Northumberland	60	140
Plantagenet, P. O. and Tel. Sta.	St. L. & O. R'y	Ottawa, 40 m.	Plantagenet.	Prescott	180	157
Plattsburg, P. O. & Tel. Sta.	G. T. R'y. (B. & L. H. Br.).	Bright, 4 m.	Blenheim	Oxford	900	138
Playfair, P. O. (Playfair Mills).	B. & O. R'y. (P. Br.).	Perth, 12 m.	Bathurst	Lanark	75	156
Pleasant Hill, P. O.	G. W. R'y (Air Line).	Courtland, 14 m.	Walsingham	Norfolk	250	138
Pleasant Island.	G. T. G. W. N. T. & G. B. R'y.	Toronto, 1 m.	Lake Ontario.	York		150
Plum Hollow, P. O.	B. & O. R'y.	Wolford, 12 m.	Bastard	Leeds		156
Point Abino, P. O.	G. T. R'y. (B. & L. H. Br.)	Shirk's Crossing, 2 m.	Bertie	Welland	600	139
Point Alexander, P. O.	C. C. R'y.	Renfrew, 61 m.	Rolph	Renfrew		154
Point-aux-Pins, P. O.			Park	Algoma Dist.		126
Point Edward, P. O., Tel. and R'y Sta.	G. T. R'y		Sarnia	Lambton	1000	134
Point Farm, Tel. Sta.	Ottawa River.			Huron		135
Point Kye, P. O.	N. R'y. (Musk. Br.).	Wahago, 27 m.	Monck	Muskoka Dist.		147
Point Lambton, Tel. Sta.		Goderich, 23 m.		Huron		135
Point Petre, P. O.	G. T. R'y	Bellefleur, 28 m.	Athol	Prince Edward	40	144
Point Traverse, P. O.	G. T. R'y	Bellefleur, 35 m.	Marysburgh	Prince Edward		144
Poland.	B. & O. R'y (P. Br.).	Perth, 21 m.	Dalhousie	Lanark	40	156
Pomona, P. O.	T. G. & B. R'y	Markdale, 3 m.	Gleuelg.	Grey	150	143
Pond Mills (London P. O.).	G. W. R'y (L. & P. S. Br.)		Westminster.	Middlesex	70	134
Ponsonby, P. O.	G. W. R'y (W. G. & B. M.L.)	Elora, 4 m.	Wellington.	Wellington	80	135
Portage Road, Tel. and R'y Sta.	G. T. R'y	Stratford, 14 m.	Mornington	Perth	200	125
Port Albert, P. O. and Tel. Sta.	T. & N. R'y		Eldon	Victoria		140
Port Bolster.	G. T. R'y B. & L. H. Br.).	Goderich, 10 m.	Ashfield.	Huron	200	135
Port Bruce, P. O.	T. & N. R'y	Cannington, 10 m.	Brook	Ontario		150
Port Burwell, P. O. and Tel. Sta.	G. W. R'y. (Air Line).	Aylmer, 9 m.	Malahide	Elgin	290	134
Port Carling, P. O.	G. W. R'y. (Air Line).	Tilsonburg, 14 m.	Bayham	Elgin	1300	134
Port Colborne, P. O., Tel. and R'y Sta.	N. R'y. (Musk. Br.).	Wahago, 32 m.	Medora	Muskoka Dist.	200	147
Port Credit, P. O. and R'y Sta.	G. T. & G. W. R'y. (Wel.)		Humberstone	Welland	1500	139
Port Dalhousie, P. O., Tel. and R'y Sta.	G. W. R'y. (Wel.).		Toronto	Peel	375	150
Port Darlington, Tel. Sta. (Bowmanville P. O.)	G. T. R'y		Grantham	Lincoln	1000	139
Port Dore, P. O. and Tel. Sta.	G. W. R'y. (Air Line).	Bowmanville, 2 m.	Darlington.	Durham		140
Port Elgin (Normanton P. O.) Tel. and R'y Sta.	G. W. R'y (W. G. & B. M.L.)		Woodhouse	Norfolk	1100	138
Port Elms y. P. O.	B. & O. R'y	Pike Falls, 1 1/2 m.	Sageen	Leeds	750	142
Port Franks, P. O.	G. T. R'y	Widder, 5 m.	North Elmstley.	Lanark	190	156
Porter's Hill, P. O.	G. T. R'y	Clinton, 7 m.	Bosquet.	Lambton	70	144
Port Glasgow (Aldboro P. O.).	G. W. R'y	Newbury, 15 m.	Goderich	Huron		135
Port Granby, P. O., Tel. and R'y Sta.	G. T. R'y		Aldborough	Elgin	100	134
Port Hoover, P. O.	T. & N. R'y	Wick, 11 m.	Clarke	Durham	100	140
Port Hope, P. O., Tel. & R'y Sta.	G. T. & Mid. R'y.		Mariposa	Victoria	100	140
Port Lambton, P. O.			Hope	Durham	5114	140
Portland, P. O.	B. & O. R'y. (P. Br.)	Smith's Falls, 20 m.	Sombra	Lambton	50	134
Portland (Silver Hill P. O.).	G. W. R'y. (A. Line.).	Delhi, 6 m.	Bastard	Leeds	200	156
Port Maitland P. O.	G. T. R'y. (B. & L. H. Br.)	Dunnville, 5 m.	Charlottetown	Norfolk	50	138
Port Metcalfe, Tel. Sta.	St. L. & O. R'y		Sherbrooke	Valdmanand.	80	138
Port Nelson, P. O.	G. W. R'y		Osgoode	Carleton		156
Port Perry, P. O., Tel. & R'y Sta.	W. & P. P.	Wellington Square, 2 1/2 m.	Nel-on	Halton	200	150
Port Robinson, P. O., Tel. & R'y Sta.	G. W. R'y. (W. G.)		Reach	Ontario	1500	150
Port Rowan, P. O. and Tel. Sta.	G. W. R'y. (Air Line).	Courtland, 18 m.	Thord.	Welland	600	139
Port Royal, P. O.	G. W. R'y. (Air Line).	Courtland, 19 m.	Walsingham.	Norfolk	900	138
Port Ryerson, P. O. and Tel. Sta.	G. W. R'y. (Air Line).	Sincoe, 7 m.	Walsingham.	Norfolk	100	138
Port Severn, P. O. (Sub.).	N. R'y. (Musk. Br.)	Orillia, 21 m.	Woodhouse.	Norfolk	300	134
Portsmouth, P. O. and Tel. Sta.	G. T. R'y	Kingston, 2 m.	Kingston	Simcoe	120	151
Port Stanley, P. O., Tel. & R'y Sta.	G. W. R'y. (L. & P. S. Br.)		Yarmouth	Frontenac	1702	144
Port Talbot.	C. S. R'y	Sona, 6 m.	Dunwich	Elgin	90	134
Port Union, P. O., Tel. & R'y Sta.	G. T. R'y		Pickering.	Ontario	100	150
Postville (Trafalgar P. O.).	G. W. R'y	Oakville, 3 m.	Trafalgar.	Halton	100	150
Port Whitby, Tel. & R'y Sta.	W. & P. P. R'y.		Whitby	Ontario		150
Powell, P. O.	C. C. R'y		Huntley	Carleton		156
Prescott, P. O., Tel. & R'y Sta.	G. T. R'y	Ashton, 9 m.	Augusta.	Grenville	2617	156
Prescott Junction, Tel. Sta.	G. T. & St. L. & O. R'y.		Edwardsburg.	Grenville		156
Prescott Wharf, Tel. Sta.	G. T. & St. L. & O. R'y.		Augusta	Grenville		156
Prospect Isle, Tel. Sta. (Sarawak P. O.).	G. T. & B. R'y.	Prescott Junction, 2 m.	Sarawak	Grey	120	133
Proston, P. O., Tel. & R'y Sta.	G. W. R'y. (W. G. & B. M.L.)	Owen Sound, 14 m.	Waterloo	Waterloo	1408	133
Prison's Corner.	N. R'y. (Musk. Br.)		Oro.	Simcoe		151
Priceville, P. O. and Tel. Sta.	T. G. & B. R'y.	Cowan, 8 m.	Artemesia.	Grey	300	143
Prinrose, P. O.	G. T. & B. R'y.	Flesherton & Priceville, 3 1/2 m.	Mono.	Simcoe	350	151
Prince Albert, P. O., Tel. & R'y Sta.	W. & P. P. R'y.	Orangeville, 12 m.	Reach	Ontario	600	150
Princeville, P. O., Tel. & R'y Sta.	G. W. R'y.		Blenheim	Oxford	600	138
Prince William Henry	Georgian Bay.			Simcoe		151

For explanations, names of Railroads abbreviated, etc., see page 183.

LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

199

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SEE PAGE
Proton, R'y Sta.	T. G. & B. Ry.	Franktown, 74 m.	Artemesia.	Grey.	100	143
Prospect, P. O.	B. & O. Ry.	Klimburg, 3 m.	Beckwith.	Lanark.	100	156
Purdy, P. O.	T. G. & B. Ry.	Guelph, 11 m.	Bingo.	Hastings.	100	144
Purpleville, P. O.	G.T. & W.G. Ry. (W.G. & B. M.L.)	Ingersoll, 5 m.	Vaughan.	Wellington.	60	135
Putnam, P. O.	G. W. Ry.	Ingersoll, 5 m.	Putlinch.	Middlesex.	150	134
Putnamville, (Putnam P. O.)	G. W. Ry.	Ingersoll, 5 m.	North Dorchester.	Middlesex.	150	134
Quays, R'y Sta.	Mid. Ry.	Shannonville, 30 m.	North Dorchester.	Middlesex.	150	134
Queensborough, P. O.	G. T. Ry.	Bradford, 5 m.	Pope.	Durham.	100	144
Queerston, P. O., Tel. & R'y Sta.	C. S. Ry.	Shannonville, 2 m.	Elzevir.	Hastings.	100	144
Queensville, P. O. & Tel. Sta.	N. Ry.	Summit, 2 m.	Niagara.	Lincoln.	350	139
Quinto	G. T. Ry.	Shannonville, 2 m.	East Willimbury.	York.	300	160
Raglan, P. O.	W. & P. P. Ry.	Summit, 2 m.	Thurlow.	Hastings.	100	144
Railton, P. O.	G. T. Ry.	Kingston, 14 m.	East Whithy.	Ontario.	100	150
Rainham, P. O.	G. W. Ry. (Air Line).	Cayuga, 8 m.	Longborough.	Frontenac.	72	138
Rainham Centre, P. O.	G. W. Ry. (Air Line).	Cayuga, 9 m.	Rainham.	Haldimand.	100	138
Rama, P. O.	N. Ry. (Musk. Br.).	Washago, 4 m.	Rama.	Ontario.	500	150
Ramsay's Corners, P. O.	St. L. & O. Ry.	Sunnidale, 12 m.	Gloucester.	Carleton.	30	156
Rendwick, P. O.	N. Ry.	Windham, 7 m.	Mulmur.	Simcoe.	80	151
Reneigh, P. O.	C. S. Ry.	Renfrew, 27 m.	Wilberforce.	Norfolk.	100	138
Rankin, P. O.	C. C. Ry.	Mars, 4 m.	Blandford.	Oxford.	100	138
Ratho, P. O. and R'y Sta.	G. T. Ry. (B. & L. H. Br.).	Thornbury, 7 m.	Oxford.	Ontario.	100	150
Rathburn, P. O.	N. Ry. (Musk. Br.).	Scanlon's, 9 m.	Collingwood.	Grey.	100	143
Ravenna, P. O.	N. Ry.	Scanlon's, 9 m.	North Willimbury.	York.	150	150
Ravenhoe, P. O.	G. T. Ry.	Widder, 7 m.	Chaffey.	Muskoka Dist.	50	147
Ravenshill, P. O.	N. Ry. (Musk. Br.).	Washago, 37 m.	Rosauquet.	Lambton.	100	144
Ravenswood, P. O.	Mid. Ry.	Lindsay, 7 m.	Ops.	Muskoka Dist.	25	147
Raymond, P. O.	T. G. & B. Ry.	Orangeville, 6 m.	Garafraga.	Wellington.	175	144
Reamorough, P. O.	G. T. Ry.	Bellefleur, 5 m.	Amelinsburg.	Prince Edward.	100	144
Reading, P. O.	G. T. Ry.	Tyendinaga, 8 m.	Tyendinaga.	Hastings.	10	144
Rednersville, P. O.	T. G. & B. Ry.	Orangeville, 15 m.	Mono.	Algoma Dist.	10	126
Read, P. O.	G. W. Ry.	Copetown, 6 m.	Ancaster.	Simcoe.	151	151
Red Rocks, P. O.	C. C. Ry.	Simcoe, 6 m.	Horton.	Wentworth.	865	154
Relessey, P. O.	G. W. Ry.	St. Catharines, 24 m.	Townsend.	Norfolk.	50	138
Renfrew, P. O.	H. & L. E. Ry.	Cornwall, 36 m.	Glanford.	Wentworth.	60	139
Renfrew, P. O., Tel. and R'y Sta.	G. W. Ry. (Wel.).	Stittsville, 8 m.	Grantham.	Lincoln.	60	139
Renton, P. O.	C. C. Ry.	Corinth, 4 m.	Soult. Plantagenet.	Prescott.	60	157
Rentonville, R'y Sta.	G. W. Ry. (Air Line).	Richmond Hill, 34 m.	Goulbourn.	Carleton.	200	156
Reynoldsville	N. Ry.	Weston, 5 m.	Bayham.	Elgin.	350	134
Riceville, P. O.	G. T. Ry.	Richmond Hill, 34 m.	King.	York.	150	150
Richmond, P. O. and Tel. Sta.	G. T. Ry.	Weston, 5 m.	Vaughan.	York.	784	150
Richmond, (Bayham P. O.).	G. T. Ry.	Welland, 6 m.	Toronto.	Peel.	100	150
Richmond Hill, R'y Sta.	G. T. Ry.	Welland, 6 m.	Blenheim.	Oxford.	150	138
Richmond Hill, P. O. and Tel. Sta.	G. T. Ry.	Welland, 6 m.	Howard.	Carleton.	500	156
Richview, P. O.	C. S. Ry.	Welland, 6 m.	Pelham.	Elgin.	100	139
Richwood, P. O. & R'y Sta.	G. T. Ry. (B. & L. H. Br.).	Welland, 6 m.	Bertie.	Welland.	600	139
Rideau Station, Tel. Sta.	C. S. Ry.	Welland, 6 m.	Madoc.	Hastings.	130	144
Ridgetown, P. O., Tel. and R'y Sta.	G. T. Ry. (Wel.).	Welland, 6 m.	Whitchurch.	York.	130	150
Ridgeville, P. O.	G. T. Ry. (B. & L. H. Br.).	Welland, 6 m.	Huron.	Bruce.	350	142
Ridgeway, (Pt. Abino P. O.) Tel. & R'y Sta.	T. & N. Ry.	Welland, 6 m.	Lancaster.	Wellington.	100	135
Rimington, P. O.	G. W. Ry. (W.G. & B. M.L.).	Welland, 6 m.	Greenock.	Wellington.	100	135
Ringwood, P. O.	G. T. Ry.	Welland, 6 m.	Arthur.	York.	175	150
Ripley, P. O.	G. W. Ry. (W.G. & B. M.L.).	Welland, 6 m.	North Willimbury.	Lennox.	150	144
Riviera Basin, P. O. & Tel. Sta.	T. G. & B. Ry.	Welland, 6 m.	Richmond.	Grey.	300	131
Riverdale, P. O.	N. Ry.	Welland, 6 m.	Osprey.	Essex.	100	138
Riverstown, P. O.	G. T. Ry.	Welland, 6 m.	Rochester.	Carleton.	100	138
Roscoe's Point, P. O. & Tel. Sta.	G. W. Ry.	Welland, 6 m.	Nepawa.	Grey.	100	138
Roblin, P. O.	St. L. & O. Ry.	Welland, 6 m.	James.	Norfolk.	100	138
Rob Roy, P. O.	G. W. Ry. (Air Line).	Welland, 6 m.	Townsend.	Renfrew.	50	154
Rochester, P. O., Tel. & R'y Sta.	B. & O. Ry.	Welland, 6 m.	Brudenell.	Russell.	130	157
Rochester, P. O.	B. & O. Ry.	Welland, 6 m.	Head.	Renfrew.	125	156
Rockford, R'y Sta.	B. & O. Ry.	Welland, 6 m.	Escott.	Leeds.	60	150
Rockford, P. O.	C. C. Ry.	Welland, 6 m.	Calelon.	Leeds.	75	156
Rockingham, P. O. and Tel. Sta.	G. T. Ry.	Welland, 6 m.	Bell's Crossing.	Beverley.	100	138
Rockland, P. O. & Tel. Sta.	G. W. Ry.	Welland, 6 m.	Lyndon.	Euphrasia.	100	143
Rockcliffe, P. O. (sub).	N. Ry.	Welland, 6 m.	Meaford.	Cloucter.	100	138
Rockport, P. O.	St. L. & O. Ry.	Welland, 6 m.	Ottawa, 4 m.	Cloucter.	100	138
Rockside, P. O.	G. T. Ry.	Welland, 6 m.	Seaford, 13 m.	Eramosa.	600	135
Rockspring, (Whitehurst P. O.).	G. T. Ry.	Welland, 6 m.	Newbury, 10 m.	Usborne.	70	135
Rockton, P. O.	B. & O. Ry.	Welland, 6 m.	Spenceville, 3 m.	Aldborough.	80	134
Rockview, (Kimberley P. O.).	G. W. Ry. (P. Br.).	Welland, 6 m.	Perth, 17 m.	Augusta.	100	156
Rock Village, P. O.	G. W. Ry. (Air Line).	Welland, 6 m.	Tilsenburgh, 3 m.	Grenville.	30	156
Rockwood, P. O., Tel. & R'y Sta.	C. S. Ry.	Welland, 6 m.	Tibbury, 13 m.	Lanark.	100	138
Rodgersville, P. O.	G. W. Ry. (W.G. & B. M.L.).	Welland, 6 m.	Branchton, 4 m.	Middleton.	100	138
Rodney, P. O.	T. G. & B. Ry.	Welland, 6 m.	Dundalk, 9 m.	Renfrew.	100	138
Roebuck, P. O.	C. S. Ry.	Welland, 6 m.	Charing Cross, 6 m.	Grey.	150	143
Roebuck, P. O.	C. S. Ry.	Welland, 6 m.	Charing Cross, 9 m.	Harwick.	850	131
Rokeby, P. O.	G. W. Ry. (Air Line).	Welland, 6 m.	Tilsenburgh, 3 m.	Harwick.	150	131
Rolph.	G. T. Ry.	Welland, 6 m.	Trenton, 5 m.	Middleton.	100	140
Romney, P. O.	G. T. & G. W. Ry.	Welland, 6 m.	Brantford, 5 m.	Murray.	40	138
Ronaldsby, P. O.	T. & N. Ry.	Welland, 6 m.	Cobocook, 7 m.	South Dumfries.	150	140
Rondeau, P. O.	G. W. Ry.	Welland, 6 m.	Jordan, 8 m.	Fenelon.	100	139
Rondeau Harbor, P. O.	G. T. Ry.	Welland, 6 m.	Brighton, 22 m.	Guinborough.	100	139
Ronson, P. O.	T. G. & B. Ry.	Welland, 6 m.	Sheburne, 11 m.	Hillier.	100	131
Rosa, P. O.	G. T. Ry.	Welland, 6 m.	Cobourg, 20 m.	Mulmur.	100	140
Rosebank, P. O.	N. Ry.	Welland, 6 m.	Angus, 13 m.	Alnwick.	100	140
Rosedale, P. O.	C. C. Ry.	Welland, 6 m.	Almorte, 12 m.	Toscoronto.	100	151
Rosedene, P. O.	B. & O. Ry.	Welland, 6 m.	Smith's Falls, 5 m.	Simcoe.	20	156
Rosehill, P. O.	G. T. Ry.	Welland, 6 m.	Berlin, 8 m.	Lanark.	100	156
Rosehill, P. O. and Tel. Sta.	G. T. Ry.	Welland, 6 m.	Bellefleur, 14 m.	Montague.	200	135
Rosemont, P. O. and Tel. Sta.	C. C. Ry.	Welland, 6 m.	Renfrew, 10 m.	North Dumfries.	200	144
Rosemeath, P. O.	G. W. Ry. (W.G. & B. M.L.).	Welland, 6 m.	Washago, 50 m.	Hastings.	100	154
Roseton.	G. T. Ry.	Welland, 6 m.	Washago, 50 m.	Renfrew.	100	147
Rosetta, P. O.	Mid. Ry.	Welland, 6 m.	Frenchman's Bay, 2 m.	Muskoka Dist.	250	135
Roseville, (Montague P. O.).	C. S. Ry.	Welland, 6 m.	Peterborough, 32 m.	Wellington.	100	150
Roseville, P. O.	G. W. Ry. (Air Line).	Welland, 6 m.	Waterford, 5 m.	Ontario.	100	150
Roslin, P. O.	G. T. Ry.	Welland, 6 m.	Tilsenburgh, 18 m.	Belmont.	150	138
Ross, P. O.	G. T. Ry.	Welland, 6 m.	Millie Homes, 17 m.	Townsend.	80	138
Rossau, P. O. & Tel. Sta. (Holmesby).	N. Ry.	Welland, 6 m.	Orilla, 5 m.	Walsingham.	80	138
Rosney, P. O. and Tel. Sta.	G. W. Ry.	Welland, 6 m.	Orilla, 5 m.	Roxborough.	100	157
Rouge Hill, P. O.	G. T. Ry.	Welland, 6 m.	Orilla, 5 m.	Simcoe.	75	151
Round Lake, P. O.	G. W. Ry. (W.G. & B. M.L.).	Welland, 6 m.	Orilla, 5 m.	Essex.	100	131
Round Plains, P. O.	Mid. Ry.	Welland, 6 m.	Orilla, 5 m.	Russell.	100	134
Rowan Mills.	C. S. Ry.	Welland, 6 m.	Orilla, 5 m.	Dawn.	100	134
Roxborough West.	G. W. Ry. (Air Line).	Welland, 6 m.	Orilla, 5 m.	Huntingdon.	80	144
Rugby, P. O.	G. T. Ry.	Welland, 6 m.	Orilla, 5 m.	Essex.	100	131
Ruscow River, P. O.	G. W. Ry.	Welland, 6 m.	Orilla, 5 m.	Gosfield.	150	131
Russell, P. O. (Duncanville).	St. L. & O. Ry.	Welland, 6 m.	Orilla, 5 m.	Barlon.	150	138
Rutherford, P. O.	G. W. Ry.	Welland, 6 m.	Orilla, 5 m.	East Sandwich.	200	131
Rutledgeville, W. Huntington.	C. T. Ry.	Welland, 6 m.	Orilla, 5 m.	Seymour.	100	140
Rutherford, P. O. and Tel. Sta.	C. S. Ry.	Welland, 6 m.	Orilla, 5 m.	Glanford.	100	138
Ryegate, P. O. and R'y Sta.	G. W. & H. & L. E. Ry.	Welland, 6 m.	Orilla, 5 m.	Glanford.	100	138
Ryegate, P. O.	G. W. Ry.	Welland, 6 m.	Orilla, 5 m.	Glanford.	100	138
Ryegate, P. O.	G. T. Ry.	Welland, 6 m.	Orilla, 5 m.	Glanford.	100	138
Rymal, R'y Sta.	H. & L. E. Ry.	Welland, 6 m.	Orilla, 5 m.	Glanford.	100	138

For explanations, names of Railroads abbreviated, etc., see page 183.

LIST OF CITIES, VILLAGES, POST OFFICES, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Sable, P. O.	G. T. Ry.	Park Hill, 5 m.	Williams West	Middlesex	100	134
Sageville (Vandaeur P. O.)	G. W. Ry.	Eastwood, 4 m.	East Oxford	Oxford	40	138
Saintfield, P. O.	T. & N. Ry.	Wick, 3 m.	Reach	Ontario	180	150
Salem, P. O. and Tel. Sta.	G. W. Ry. (W. G. & B. M. L.)	Elora, 1 m.	Nichol	Wellingford	800	135
Salford, P. O.	G. W. Ry.	Ingersoll, 4 m.	Durham	Oxford	100	138
Salmonville, P. O. and Tel. Sta.	G. T. Ry.	Brampton, 14 m.	Clunguconny	Peel	70	150
Sandfield, P. O.	G. T. Ry.	Lincolnton, 24 m.	Lochiel	Glengary	100	157
Sandford, P. O.	T. & N. Ry.	Exbridge, 6 m.	Scott	Ontario	100	150
Sandhill, P. O.	T. G. & B. Ry.	Mono Road, 3 m.	Clunguconny	Peel	200	150
Sandhill, P. O.	G. W. Ry.	Minico, 5 m.	Toronto	Peel	90	150
Sand Point, P. O., Tel. and Ry Sta.	G. T. Ry.	Napanee, 12 m.	South Fredericksburg	Lenox	50	154
SANDWICH, P. O. and Tel. Sta.	C. C. Ry.	Windsor, 2 m.	McNab	Renfrew	1160	131
Sarawak, P. O. and Tel. Sta.	G. W. Ry.	Owen Sound, 9 m.	West Sandwich	Bruce	125	142
Sarapta, P. O.	T. G. & B. Ry.	Alisa Craig, 15 m.	Sumwak	Huron	50	135
SARNIA, P. O., Tel. and Ry Sta.	G. T. Ry.		Sarnia	Lambton	2929	134
Saugen, P. O. (Southampton Sta.)	G. W. & G. T. Ry.		Bruce	2579	142	
SAULT STE. MARIE, P. O.	G. W. Ry. (W. G. & B. M. L.)		Saugeen	Algoma Dist.	400	126
Sawastopol	G. T. Ry.	Tavistock, 1 m.	S. Easthope	Perth		135
Scamou, P. O.	N. Ry.		West Gwillimbury	Simcoe		151
Scarborough, P. O., Tel. and Ry Sta.	G. T. Ry.		Scarborough	York	200	150
Scarborough Junction, P. O. and Ry Sta.	G. T. & T. & N. Ry.		Scarborough	York	200	150
Schomberg, P. O. and Tel. Sta.	N. Ry.	New Market, 11 m.	Elderslee	Bruce	50	142
Scene, P. O.	G. W. Ry. (W. G. & B. M. L.)	Paisley, 11 m.	Esquesing	Hilton	150	150
Scotch Block	G. T. Ry.	Georgetown, 6 m.	Oakland	Brant	406	138
Scotland, P. O. and Tel. Sta.	G. T. & G. W. Ry.	Port Perry, 6 m.	Seugog	Ontario	200	150
Seagug, P. O.	W. & P. Ry.	Washago, 14 m.	Bunel	Muskoka Dist.	216	147
Seely, P. O.	N. Ry. (Musk. Br.)		Tuckersmith	Ontario	1800	135
Seathorpe, P. O., Tel. & Ry Sta.	G. T. Ry. (B. & L. H. Br.)	Wick, 8 m.	Reach	Ontario		150
Seagrave, P. O.	T. & N. Ry.	Carleton, 2 m.	York	Perth	500	135
Seaton, P. O.	G. T. Ry. (B. & L. H. Br.)		Ellice	Ontario		150
Sebringville, P. O., Tel. & Ry Sta.	G. T. Ry.	Mura, 4 m.	Mara	Leeds		156
Sebright, P. O.	N. Ry. (Musk. Br.)	Lyn, 2 m.	Yonge	Leeds	150	156
Selec's Corner	G. T. Ry.	Gananoque, 10 m.	Leeds	Muskoka Dist.	140	
Seely's Bay, P. O. and Tel. Sta.	G. T. Ry.	Washago, 6 m.	Monteith	Muskoka Dist.	35	134
Seely's Falls, P. O.	N. Ry. (Musk. Br.)	Port Stanley, 1 m.	Southwold	Elgin	200	144
Selly, P. O. and Tel. Sta.	L. & P. S. Ry.	Napanee, 4 m.	Richmond	Lenox	300	138
Selkirk, P. O.	G. W. Ry. (Air Line)	Nelle's Corners, 17 m.	Walpole	Haldimand	100	141
Selton, P. O.	G. W. Ry.	Thamesville, 6 m.	Howard	Kent	50	140
Selwyn, P. O.	Mid. Ry.	Peterborough, 12 m.	Smith	Peterborough	100	140
Seneo, P. O.	G. T. & H. & L. E. Ry.	Caledonia, 2 m.	Seaton	Haldimand	2000	138
Severn Bridge, P. O. and Tel. Sta.	N. Ry. (Musk. Br.)	Washago, 2 m.	Morrison	Simcoe	50	151
Shafesbury, P. O.	G. T. Ry.	Reifrew, 13 m.	Howland	Algoma Dist.	150	126
Shakespeare, P. O. Tel. and Ry Sta.	C. C. Ry.	Belleville, 35 m.	South Easthope	Perth	400	135
Shamrock, P. O.	G. T. Ry.	Spencerville, 6 m.	Admaston	Renfrew	50	154
Shanick, P. O.	St. L. & O. Ry.	Gowan Sta.	Marmora	Hastings	150	143
Shanly, P. O.	G. T. Ry.	New Market, 4 m.	Edwardsburg	Grenville	70	156
Shanty Bay, P. O.	N. Ry. (Musk. Br.)	Collins Bay, 8 m.	Tyendinaga	Hastings	700	144
Sharon, P. O. and Tel. Sta.	N. Ry.		York	Simcoe		151
Sharpton, P. O.	G. T. Ry.		East Gwillimbury	York	400	150
Shedden, P. O. (Cobocok)	T. & N. Ry.		Kingston	Frontenac	120	144
Sheldon, P. O.	G. W. Ry. (Air Line)		Somersville	Victoria	150	140
Shelfield, P. O.	G. W. Ry. (W. G. & B. M. L.)		Southwold	Elgin		134
Shelburne, P. O., Tel. and Ry Sta.	T. G. & B. Ry.		Beverley	Wentworth	150	138
Sheldon, P. O.	T. G. & B. Ry.		Melancthon	Grey	80	143
Sheldan, P. O.	G. T. Ry. (B. & L. H. Br.)		Adyda	Simcoe	125	151
Sherkston, P. O. and Ry Sta.	G. W. Ry.		Trafalgar	Huron	100	150
Sherwood Spring, P. O.	G. T. Ry. (B. & L. H. Br.)		Humberstone	Welland	100	139
Shetland, P. O.	G. T. Ry.		Leeds	Leeds	156	156
Shipley, P. O.	G. W. Ry.		Lambton	Lambton	175	134
Shirley, P. O.	G. W. Ry. (W. G. & B. S. Ex)		Euphrasia	Perth	100	135
Shirk's Crossing, Ry Sta.	W. & P. Ry.		Wallace	Ontario		150
Shirley, P. O.	G. T. Ry. (B. & L. H. Br.)		Reach	Welland		139
Shidley, P. O.	T. G. & B. Ry.		Humberstone	Welland		139
Shidleville	G. T. Ry.		Melancthon	Grey	180	143
Sidney Crossing, P. O. (Sidney Tel. Sta.)	G. T. Ry.		London	Middlesex	50	134
Sierra, P. O.	G. T. Ry.		Sidney	Hastings	100	144
Sillville, P. O.	T. & N. Ry.		Charlottenburg	Glengary	100	157
Silom, P. O.	G. T. Ry.		South Fredericksburg	Ontario		150
Silver Creek, P. O.	T. & N. Ry.		Uchikase	Peel	90	150
Silver Hill, P. O.	T. G. & B. Ry.		Charlotteville	Norfolk	50	138
Silver Lake, P. O.	G. W. Ry. (Air Line)		Delhi, 9 m.	Algoma		126
SIMCOE, P. O., Tel. and Ry Sta.	G. W. Ry. (Air Line)		Woodhouse	Algoma	1856	138
Simcoe Island	L. Ontario		Wolf Island	Frontenac		144
Sinclairville	G. T. Ry. (B. & L. H. Br.)		Brulbrook	Wentworth		138
Singhampton, P. O. and Tel. Sta.	N. Ry.		Leeds	Leeds	100	156
Singleton's Corners	G. T. Ry.		Nottawasaga	Simcoe		151
Skipness, P. O.	T. G. & B. Ry.		South Crosby	Bruce	50	142
Skye, P. O.	G. T. Ry.		Conwall	Glengary	100	157
Sleswick, P. O.	T. G. & B. Ry.		Caledon	Peel	50	150
Sligo, P. O.	T. G. & B. Ry.		Caledon	Peel	70	150
Smithfield	T. G. & B. Ry.		Etiobicoke	York		150
Smithfield P. O.	G. T. Ry.		Brighton	Northumberland		140
Smith's Falls, P. O., Tel. & Ry Sta.	B. & O. Ry.		North Elmley	Lanark	1500	156
Smith Mills (Demorestville P. O.)	G. T. Ry.		Sophiasburg	Prince Edward	300	144
Smith's Ry Sta.	G. W. Ry. (W. G. & B. M. L.)		Minto	Wellingford	80	135
Smithville, P. O. and Tel. Sta.	G. W. Ry.		Grimsby	Lincoln	350	139
Smithville (F. O. P. O.)	G. T. Ry.		Hamlet	Hastings		144
Snedden's Ry Sta.	C. C. Ry.		N. Gwillimbury	Lanark		156
Snake Island	Lake Simcoe		Romanville, 1 m.	York	128	150
Solna, P. O.	G. T. Ry.		Sombra	Durham	125	140
Somha, P. O. & Tel. Sta.	G. W. & G. T. Ry.		Sombra	Lambton	100	134
Sonya, P. O.	T. & N. Ry.		Wick, 5 m.	Victoria	80	140
Soperton, P. O.	B. & O. Ry.		Wolford, 17 m.	Leeds		156
Southampton (Saugeen P. O., Tel. and Ry Sta.)	G. T. Ry.		Saugeen	Bruce	2579	142
South Bay, P. O. and Tel. Sta.	G. T. Ry.		Belleville, 25 m.	Prince Edward		144
South Cauga, P. O.	G. T. Ry. (B. & L. H. Br.)		Peterborough, 9 m.	Haldimand	50	138
South Doura, P. O.	Mid. Ry.		Peterborough, 13 m.	Peterborough	100	140
South Dunmer, P. O.	Mid. Ry.		Smith's Falls, 7 m.	Dunmer		140
South Elmley (Lambly P. O.)	B. & O. Ry.		Dickinson's Landing, 13 m.	Elmley	150	156
South Finch, P. O.	G. T. Ry.		Manotick, 4 m.	Stormont	100	157
South Gloucester, P. O.	St. L. & O. Ry.		Kempville, 6 m.	Osgoode	60	156
South Gower, P. O.	G. T. Ry.		Belleville, 22 m.	South Gower	130	156
South Hastings	G. T. Ry.		Grimsby, 8 m.	Madoc		144
South La Grasse, P. O.	G. T. Ry.		Belleville, 6 m.	Lochiel		157
South Lake, P. O.	G. T. Ry.		Gananoque, 3 m.	Leeds	50	157
South Longdale	G. T. Ry.		Tyendinaga, 31 m.	Leeds	100	156
South March, P. O.	C. C. Ry.		Bel's Corners, 7 m.	Tyendinaga		144
South Middleton, P. O.	G. W. Ry. (Air Line)		Courtland, 6 m.	March	100	156
South Monaghan, P. O.	Mid. Ry.		Midbrook, 5 m.	Carleton	60	138
South Mountain, P. O. & Tel. Sta.	St. L. & O. Ry.		Oxford, 91 m.	South Monaghan	100	140
South Range				Mountain	250	157
South Westmeath (Boachburg.)				Howe Island		144
				Westmeath	200	156

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SER. PAGE.
Southwold, R'y Sta.	O. S. R'y. (St. Cl. Br.)	Woodstock, 5 m.	Southwold.	Elgin.	134	134
South Zorra, P. O.	G. W. R'y.	Kingston, 12 m.	East Zorra.	Oxford.	150	138
Spaffordton, P. O.	G. T. R'y.		Longborough.	Frontenac.	25	144
Spanish River, P. O.	G. W. R'y. (Air Line.)	New Simcoe, 5 m.	Yarmouth.	Algonia Dist.	100	127
Sparta, P. O. and Tel. Sta.	G. T. R'y.	Acton, 41 m.	Essex.	Elgin.	400	134
Speyside, P. O.	T. O. & B. R'y.	Owen Sound, 4 m.	Sydenham.	Grey.	100	150
Speedie, P. O.	G. W. R'y. (W.G. & B. R'y.)	Fergus, 6 m.	Ermosa.	Wellington.	30	143
Speedside, P. O.	N. R'y. (Musk. Br.)	Washago, 61 m.	Spence.	Muskoka Dist.	100	147
Spencer, P. O.	St. L. & O. R'y.	Tilsen, 14 m.	Edwardsburg.	Grenville.	250	156
Spencer, P. O. Tel. and R'y Sta.	G. W. R'y. (Air Line.)	Strathroy, 1 m.	Walsingham.	Norfolk.	100	138
Spring Harbour, P. O.	G. T. R'y. (Sar. Br.)	Strathroy, 1 m.	East Williams.	Middlesex.	150	134
Spring Bank, P. O.	G. W. R'y.	Strathroy, 1 m.	Chunguconcey.	Peel.	150	150
Springbrook, P. O.	G. T. R'y.	Strathroy, 1 m.	Rawdon.	Hastings.	200	144
Springbrook, P. O.	G. T. R'y.	Strathroy, 1 m.	South Dorchester.	Elgin.	350	134
Springfield, P. O. and R'y Sta. (Clums).	C. S. R'y.	Strathroy, 1 m.	Toronto.	Peel.	250	150
Springfield, (Credit P. O.)	G. W. R'y.	Strathroy, 1 m.	Lansdowne, 4 m.	Escott.	250	156
Springfield, P. O.	C. S. R'y.	Strathroy, 1 m.	Cornell, 5 m.	South Norwich.	200	138
Springhill, P. O.	N. R'y.	Strathroy, 1 m.	King, 4 m.	York.	250	150
Springvale, P. O.	C. S. R'y.	Strathroy, 1 m.	Town-end, 4 m.	Haldimand.	120	138
Springville, P. O.	Mid. R'y.	Strathroy, 1 m.	Peterborough, 6 m.	Peterborough.	150	140
St. Albans, P. O.	G. W. & G. T. R'y.	Strathroy, 1 m.	Paris, 6 m.	Brant.	150	138
St. Agatha, P. O.	G. T. R'y.	Strathroy, 1 m.	Petersburg, 14 m.	Waterloo.	150	135
St. Albans, P. O.	G. T. R'y.	Strathroy, 1 m.	Trenton, 1 m.	Hastings.	150	144
St. Andrews, P. O. and Tel. Sta.	G. T. R'y.	Strathroy, 1 m.	Cornwall, 7 m.	Stormont.	160	157
St. Anns, P. O.	G. W. R'y.	Strathroy, 1 m.	Beamsbury, 6 m.	Gainsborough.	200	139
St. Catharines, P. O., Tel. and R'y Sta.	G. W. R'y. (Wel.)	Strathroy, 1 m.	Berlin, 10 m.	Graham.	7-64	139
St. Clements, P. O.	G. T. R'y.	Strathroy, 1 m.	Clifton, 25 m.	Wellesley.	200	135
St. David, P. O.	G. W. R'y.	Strathroy, 1 m.	Vaudreuil, 53 m.	Lincoln.	270	139
St. Eugene, P. O.	G. T. R'y.	Strathroy, 1 m.	Harrisburg, 2 m.	Prescott.	400	157
St. George, P. O. and Tel. Sta.	G. T. R'y.	Strathroy, 1 m.	London, 6 m.	South Dumfries.	400	138
St. Helens, P. O.	G. W. R'y. (W.G. & B. S. Ex.)	Strathroy, 1 m.	Lucknow, 5 m.	Wawanosh.	600	135
St. Ivis, P. O.	G. T. R'y.	Strathroy, 1 m.	Thorncliffe, 4 m.	West N.ouri.	150	134
St. Jacobs, P. O. and Tel. Sta.	G. T. R'y.	Strathroy, 1 m.	Berlin, 8 m.	Woolwich.	450	135
St. James Park, Sub. P. O.	G. W. R'y.	Strathroy, 1 m.	London, 1 m.	Westminster.	1200	159
St. Johns, (Arva P. O.)	G. W. R'y.	Strathroy, 1 m.	London, 6 m.	Middlesex.	200	134
St. Johns West, P. O.	G. W. R'y. (Wel.)	Strathroy, 1 m.	Albanburg, 4 m.	Welland.	150	139
St. Mary's, P. O., Tel. & R'y Sta.	G. T. R'y.	Strathroy, 1 m.	Belleville, 80 m.	Perth.	3120	135
St. Olaf, P. O.	G. T. R'y.	Strathroy, 1 m.	Snyder, 30 m.	Hastings.	100	144
St. Patrick's, P. O.	N. R'y.	Strathroy, 1 m.	Lancaster, 8 m.	Simcoe.	250	151
St. Raphael West, P. O.	G. T. R'y.	Strathroy, 1 m.	Delhi, 16 m.	Glengary.	250	157
St. Thomas, P. O., Tel. & R'y Sta.	G. W. R'y. (L. & P. S. Br.)	Strathroy, 1 m.	Carronbrook, 3 m.	Eggs.	7000	134
St. Williams, P. O. and Tel. Sta.	G. W. R'y. (Air Line.)	Strathroy, 1 m.	Renfrew, 24 m.	Norfolk.	150	138
Staffa, P. O.	G. T. R'y.	Strathroy, 1 m.	Belleville, 7 m.	Perth.	125	135
Stafford, P. O.	C. C. R'y.	Strathroy, 1 m.	Tilsen, 14 m.	Renfrew.	100	144
Staffordville, P. O.	G. T. R'y.	Strathroy, 1 m.	Clifton, 25 m.	Prince Edward.	30	154
Staffordville, P. O.	G. W. R'y. (Air Line.)	Strathroy, 1 m.	Malton, 6 m.	Elgin.	200	134
Stamford, P. O.	G. W. R'y.	Strathroy, 1 m.	Shelburne, 11 m.	Welland.	200	139
Stanley's Mills, P. O.	G. T. R'y.	Strathroy, 1 m.	Shelburne, 11 m.	Peel.	200	150
Stanton, P. O.	T. G. & B. R'y.	Strathroy, 1 m.	Shelburne, 11 m.	Simcoe.	100	151
Stapleton, Tel. Sta.	G. T. R'y. (B. & L. H. Div.)	Strathroy, 1 m.	Shelburne, 11 m.	Huron.	100	135
Stark's Corners, P. O.	N. R'y.	Strathroy, 1 m.	Gowan Sta, 6 m.	Bruce.	180	142
Stayner, P. O., Tel. & R'y Sta.	N. R'y. Musk. Br.)	Strathroy, 1 m.	Ernestown, 9 m.	Simcoe.	1000	151
Steele, P. O.	G. T. R'y.	Strathroy, 1 m.	Black Creek, 31 m.	Simcoe.	130	144
Stella, P. O.	E. & N. R'y.	Strathroy, 1 m.	Georgetown, 3 m.	Addington.	100	139
Stevensville, P. O.	G. T. R'y.	Strathroy, 1 m.	Arnprior, 8 m.	Welland.	250	150
Stewarttown, (Esquimaux P. O.)	C. C. R'y.	Strathroy, 1 m.	Belleville, 15 m.	Hastings.	150	154
Stewartville, P. O.	G. T. R'y.	Strathroy, 1 m.	Drayton, 2 m.	Wellington.	1300	144
Stirling, P. O. and Tel. Sta.	C. W. R'y. (W.G. & B. M. L.)	Strathroy, 1 m.	Courtland, 16 m.	Peel.	150	135
Stirton, P. O.	G. W. R'y. (Air Line.)	Strathroy, 1 m.	Trenton, 8 m.	Walsingham.	80	138
Stirred, P. O.	C. C. R'y.	Strathroy, 1 m.	Belleville, 24 m.	Goulbourn.	100	156
Stittville, P. O., Tel. and R'y Sta.	G. T. R'y.	Strathroy, 1 m.	Washago, 26 m.	Murray.	120	140
Stockdale, P. O.	G. T. R'y.	Strathroy, 1 m.	Woodstock, 7 m.	Hungerford.	200	144
Stoco, P. O.	N. R'y. (Musk. Br.)	Strathroy, 1 m.	Glencoe, 21 m.	Macaulay.	200	139
Stonewall, P. O.	H. & L. E. R'y.	Strathroy, 1 m.	Millie Roches, 17 m.	Saltfleet.	200	135
Stony Creek, P. O. and R'y Sta.	G. W. R'y.	Strathroy, 1 m.	Meaford, 9 m.	Tilbury West.	200	131
Stony Point, P. O. and R'y Sta.	Mid. R'y.	Strathroy, 1 m.	Woodstock, 7 m.	Montague.	150	156
Stony Lake, P. O.	B. & O. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Dummer.	100	140
Stony's R'y Sta.	T. & N. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Whitchurch.	800	150
Stonville, P. O., Tel. and R'y Sta.	G. W. R'y. (W.G. & B. S. Ex.)	Strathroy, 1 m.	Glencoe, 21 m.	Grey.	100	135
Stowe, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	West Flamboro.	150	138
Strabane, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Elgin.	400	134
Stratfordville, P. O.	G. T. & G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	York.	100	150
Stratford, P. O.	G. T. R'y. (B. & L. H. Br.)	Strathroy, 1 m.	Glencoe, 21 m.	South Easthope.	4313	135
STRATFORD, P. O., Tel. and R'y Sta.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	East Zorra.	150	138
Strathallan, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Mosa.	150	134
Strathburn, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	St. Vincent.	150	137
Strathglass, P. O.	N. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Adelaide.	3252	134
Strathmain, P. O.	G. W. R'y. (Sar. Br.)	Strathroy, 1 m.	Glencoe, 21 m.	Waterloo.	50	143
Strathroy, P. O., Tel. and R'y Sta.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Toronto.	617	150
Strathroy, (New Aberdeen P. O.)	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Sherbrooke.	100	135
Streetville, P. O., and Tel. Sta.	G. T. R'y. (B. & L. H. Br.)	Strathroy, 1 m.	Glencoe, 21 m.	Innisfil.	200	151
Stromness, P. O.	N. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Hungerford.	170	143
Stroud, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Holland.	75	157
Sugar, (Stoco P. O.)	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sullivan, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sumnerstown, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sumnerstown, Tel. and R'y Sta.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Summers Mill, (Brewster P. O.)	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Summersville, P. O.	W. & P. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Summit, R'y Sta.	Mid. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Summit, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sunbury, P. O.	T. & N. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sunderland, P. O., Tel. and R'y Sta.	N. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sunnidale, P. O. and R'y Sta.	G. W. R'y. (W.G. & B. S. Ex.)	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sunshine, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Suspension Bridge, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sutherland's Corners, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sutton, (Georgina P. O.) Tel. Sta.	N. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sweet's Corners, (Rainham P. O.)	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Switzerland, P. O.	G. W. R'y. (Air Line.)	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sydenham, (Longborough P. O.)	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sydenham Mills, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Sydney, P. O.	T. G. & B. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Talbotville, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Tamworth, P. O. and Tel. Sta.	G. W. R'y. (L. & P. S. Br.)	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Tappan, P. O.	G. W. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Tara, P. O. and Tel. Sta.	G. W. R'y. (W.G. & B. M. L.)	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Tartar, P. O.	T. G. & B. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Tatlock, P. O.	C. C. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Taunton, P. O.	G. T. R'y.	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135
Tenby, P. O. Tel. and R'y Sta.	G. T. R'y. (B. & L. H. Br.)	Strathroy, 1 m.	Glencoe, 21 m.	Charlottenburg.	100	135

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIPS.	COUNTY.	POPULATION.	SEE PAGE
Ventry, P. O.	T. G. & B. Ry.	Dundalk, 6 m.	Proton.	Grey.	143	
Verdun, P. O.	G. W. Ry. (W.G.&B.S.Ex.)	Huron, 3 m.	Huron.	Bruce.	142	
Vereker, P. O.	C. S. Ry.	Colchester, 3 1/2 m.	Colchester.	Essex.	131	
Vernon, P. O.	St. L. & O. Ry.	Vernon, 11 m.	Osgoode.	Russell.	30	157
Vernonville, P. O.	G. T. Ry.	Kingston, 20 m.	Haldimand.	Northumberland.	100	140
Verona, P. O.	G. T. Ry.	Ingersoll, 6 m.	Portland.	Frontenac.	40	144
Verschoyle.	G. W. Ry.	Pasley, 8 m.	Brant.	Dorchester.	175	138
Vesta, P. O.	G. W. Ry.	Princeton, 5 m.	Burlford.	Bruce.	30	142
Victoria.	N. Ry.	Bramley, 2 m.	Innisfil.	Simcoe.	150	138
Victoria, (Campbell's Cross P. O.)	G. T. Ry.	Brampton, 8 m.	Chinguacousy.	Peel.	50	151
Victoriaburg.	G. T. Ry.	Petersburg, 3 m.	Willnot.	Waterloo.	135	
Victoria Corner, P. O.	T. & N. Ry.	Wick, 5 m.	Reach.	Ontario.	80	150
Victoria Harbor, P. O.	T. & N. Ry.	Orillia, 21 m.	Thay.	Simcoe.	151	
Victoria Road Station, P. O. and Ry Sta.	N. Ry.	Richmond Hill, 8 m.	Markham.	York.	100	140
Victoria Square, P. O.	G. W. Ry. (Air Line)	Petersburg, 13 m.	Bayham.	Elgin.	503	134
Vienna, P. O. & Tel. Sta.	N. Ry.	Staynor, 11 m.	Floss.	Simcoe.	200	151
Vigo, P. O.	C. S. Ry.	Peterborough, 15 m.	Townsend.	Norfolk.	100	138
Villa Nova, P. O. and Ry Sta.	Mid. Ry.	Bath, 7 m.	Otonabee.	Peterborough.	75	140
Villiers, P. O.	N. Ry.	Bath, 7 m.	Innisfil.	Simcoe.	175	151
Vino, P. O.	G. T. Ry.	Niagara, 3 m.	Ernestown.	Addington.	200	144
Violet, P. O.	C. S. Ry.	Cannington, 12 m.	Georgina.	Lincoln.	100	139
Virgil, P. O.	T. & N. Ry.	Simcoe, 7 m.	Chrioteville.	Norfolk.	180	
Virginia, P. O.	G. W. Ry. (Air Line)	Newmarket, 9 m.	Whitchurch.	York.	600	138
Vitoria, P. O. & Tel. Sta.	N. Ry.	Sunderland, 3 m.	Brook.	Ontario.	250	150
Vivian, P. O.	G. T. Ry.	Perch, 2 m.	Sarnia.	Lambton.	134	
Vromantion, P. O.	N. Ry.	Orillia, 19 m.	T-y.	Simcoe.	50	151
Vyner, P. O.	T. G. & B. Ry.	Kenilworth, 7 m.	Arthur.	Wellington.	135	
Wabash, P. O.	G. T. Ry. (B. & L. H. Br.)	T. G. & B. Ry.	Windsor.	Welland.	135	
Wagrain, P. O.	T. G. & B. Ry.	G. T. Ry.	Amaranth.	Wellington.	135	
Walden, P. O.	G. T. Ry.	G. T. Ry.	Osnabrock.	Stormont.	80	137
Waldemar, P. O., Tel. and Ry Sta.	G. W. Ry. (W.G.&B.S.Ex.)	G. W. Ry.	Brant.	Bruce.	1200	142
Wales, P. O., (Dickinson's Landing Sta.)	G. W. Ry.	Windsor, 14 m.	Sandwich East.	Essex.	280	131
WALKERTON, P. O., Tel. & Ry Sta.	G. W. Ry.	Gowansdown, 2 m.	Wallace.	Perth.	50	135
Walkerville, P. O. and Tel. Sta.	G. W. Ry.	Chatham, 18 m.	Chatham.	Kent.	600	131
Wallace, P. O.	C. S. Ry.	Dutton, 3 m.	Dunwich.	Elgin.	400	134
Wallaceburgh, P. O. & Tel. Sta.	G. W. Ry. (W.G.&B.S.Ex.)	Gowansdown, 2 m.	Wallace.	Perth.	135	
Wallacetown, P. O. & Tel. Sta.	G. T. Ry.	Belleville, 7 m.	Sydney.	Hastings.	100	144
Wallacville, (Wallace P. O.)	G. T. Ry.	Berlin, 15 m.	Wellesley.	Waterloo.	100	135
Walbridge, P. O.	G. T. Ry.	Arthur, 4 m.	Peel.	Wellington.	135	
Wallerstein, P. O.	G. T. Ry. (B. & L. H. Br.)	Bright, 5 m.	East Zorra.	Oxford.	150	138
Walmer, P. O.	G. W. Ry. (Air Line)	Delhi, 9 m.	Charlotteville.	Norfolk.	150	138
Walsh, P. O.	T. G. & B. Ry.	Chatham, 10 m.	Holland.	Grey.	100	143
Walter's Falls, P. O.	G. W. Ry. (W.G.&B.S.Ex.)	Atkinson, 5 m.	McKillop.	Huron.	125	135
Walton, P. O. & Tel. Sta.	G. W. Ry.	Plympton.	Plympton.	Lambton.	130	134
Wanstead, P. O. and Ry Sta.	G. T. Ry.	Lansdowne, 4 m.	Lansdowne.	Leeds.	100	156
Warburton, P. O.	G. W. Ry.	Newbury, 3 m.	Mosa.	Middlesex.	539	134
Wardville, P. O.	T. G. & B. Ry.	Proton, 5 m.	Osprey.	Grey.	800	143
Wareham, P. O.	G. T. Ry.	Colborne, 16 m.	Percy.	Northumberland.	120	140
Warkearth, P. O. & Tel. Sta.	N. Ry.	Orillia, 7 m.	Medonte.	Simcoe.	120	151
Warminster, P. O.	C. S. Ry.	Attercliffe, 6 m.	Caistor.	Lincoln.	139	
Warner, P. O.	Mid. Ry.	Peterborough, 14 m.	Dunmer.	Peterborough.	150	140
Warsaw, P. O.	G. T. Ry. (B. & L. H. Br.)	Sobriburg, 6 m.	Ellice.	Perth.	200	135
Watburg, P. O.	G. W. Ry.	Watford, 7 m.	Wawick.	Lambton.	800	134
Watwick, P. O.	N. Ry.	North Orillia.	Pittsburg.	Frontenac.	180	144
Washburn, P. O.	G. T. Ry. (B. & L. H. Br.)	Drumbo, 5 m.	Blenheim.	Simcoe.	151	
Washgo, P. O., Tel. & Ry Sta.	G. W. Ry.	Waterdown, 2 m.	Flamborough East.	Oxford.	130	138
Washington, P. O.	C. S. Ry.	Berlin, 2 m.	Townsend.	Wentworth.	1000	138
Waterdown, P. O. and Tel. Sta.	G. T. Ry.	Napanee, 10 m.	Tyendinaga.	Norfolk.	900	138
Waterford, P. O., Tel. and Ry Sta.	G. W. Ry.	Newbury, 6 m.	Wellesley.	Waterloo.	1594	135
Waterloo, P. O. and Tel. Sta.	G. T. Ry.	Brighton, 25 m.	Hillier.	Hastings.	150	144
Water Mill, (Lonsdale P. O.)	G. W. Ry.	Wellington Square, 2 m.	Nelson.	Middlesex.	50	134
Waterstown, (Wardsville P. O.)	G. T. Ry.	Belleville, 25 m.	Rawdon.	Lambton.	400	134
Watford, P. O., Tel. and Ry Sta.	St. L. & O. & C. C. Ry.	Ottawa, 32 1/2 m.	North Plungton.	Lanark.	100	156
Watson's Corners, P. O.	G. W. Ry.	Dorchester, 4 m.	North Oxford.	Parr Sound Dist.	146	
Waubamuk, I. O.	G. W. Ry. (W.G.&B.S.Ex.)	Port Elgin, 3 m.	Saugen.	Bruce.	200	138
Waubuno, P. O.	G. T. Ry.	Collins Bay, 4 m.	Kington.	Frontenac.	100	144
Waupos, P. O.	G. T. Ry.	Brampton, 2 m.	Chinguacousy.	Peel.	80	150
Waverly, (Travertown P. O.)	N. Ry.	Angus, 10 m.	Essa.	Simcoe.	50	151
Waverly, P. O. and Tel. Sta.	G. W. Ry. (W.G.&B.S.Ex.)	Wingham, 15 m.	Wawanosh.	Huron.	135	
Welch's, Ry Sta.	G. W. Ry.	Dundas, 3 m.	West Flamborough.	Wentworth.	300	138
Welcome, P. O.	G. T. Ry.	Belleville, 14 m.	Huntington.	Hastings.	50	144
WELLAND, P. O., Tel. & Ry Sta.	C. C. Ry.	Ashton, 9 m.	Huntley.	Essex.	90	140
Wellandport, P. O.	G. T. Ry.	Belleville, 2 1/2 m.	Hallowell.	Princes Edward.	150	144
Wellington, P. O. & Tel. Sta.	G. T. Ry.	Bismark, 2 m.	Albion.	Elgin.	250	134
Wellington Square, P. O. & Tel. Sta.	G. T. Ry.	Alisa Craig, 6 m.	McGillivray.	Middlesex.	45	134
Wellman's Corners, P. O.	C. S. Ry. (St. Cl. Br.)	Southwold, 2 m.	Southwold.	Elgin.	60	134
Wendover, P. O. & Tel. Sta.	C. C. Ry.	Castledford, 31 m.	Westmeath.	Renfrew.	170	154
Wesley.	G. T. & G. W. Ry. (L.&B.S.Br.)	London, 4 m.	Westminster.	Middlesex.	600	134
West Arran, P. O.	G. T. Ry.	Berlin, 12 m.	Woolwich.	Waterloo.	100	135
West Brook, P. O.	G. T. Ry.	York.	Stouck.	York.	1300	150
Westervelt Corners.	N. Ry.	Osgoode, 2 m.	York.	Caledon.	100	156
West Essa, P. O.	St. L. & O. Ry.	Dundas, 10 m.	Peverley.	Wentworth.	100	138
Westfield, P. O.	G. W. Ry.	Perth, 20 m.	North Crosby.	Leeds.	400	156
West Flamborough, P. O.	B. & O. Ry. (P. Br.)	Stratford, 17 m.	Mornington.	Perth.	150	135
West Huntingdon, P. O.	G. T. Ry.	Morrisburg, 18 m.	Winchester.	Dundas.	260	157
West Huntley, P. O.	Mid. Ry.	Peterborough, 16 m.	Asphodel.	Peterborough.	100	140
West Lake, P. O.	G. T. Ry.	Scarborough, 4 m.	Scarborough.	York.	150	150
West Lorne, P. O. (Dutton).	G. T. Ry.	Granton, 4 m.	Biddulph.	Middlesex.	180	134
West McGillivray, P. O.	G. T. Ry.	Brampton, 6 m.	Toronto.	Peel.	150	150
West Margalia, P. O.	C. S. Ry.	Libby, 14 m.	Mersea.	Essex.	100	131
Westmeath, P. O. & Tel. Sta.	C. T. & W. & P. & F. Ry.	Whitby.	Whitby.	Ontario.	2732	150
Westminster, (London P. O.)	C. C. Ry.	Darling.	Darling.	Lanark.	156	
West Montrose, P. O.	B. & O. Ry.	Elizabethtown.	Leeds.	75	156	
Weston, P. O., Tel. and Ry Sta.	C. C. Ry.	McNab.	Renfrew.	280	154	
Weston, Ry Sta.	T. & N. Ry.	Whitchurch.	York.	130	150	
West Osgoode, P. O.		Pickering.	Ontario.	290	150	
Westport, P. O.						
Westport, P. O. & Tel. Sta.						
West's Corners, (Milverton P. O.)						
West Winchester, P. O. & Tel. Sta.						
Westwood, P. O.						
Wexford, P. O.						
Whalen, P. O.						
Whaley's Corners.						
Whately, P. O.						
WHITBY, P. O., Tel. & Ry Sta.						
White, P. O.						
Whitehurst, P. O. (Bell's Crossing Sta.)						
White Lake, P. O.						
White Rose, P. O.						
Whitevale, P. O. & Tel. Sta.						

NAME OF PLACE, ETC.	NAME OF RAILWAY, ETC.	NEAREST RAILWAY STATION.	TOWNSHIP.	COUNTY.	POPULATION.	SEE PAGE
Whitfield, P. O.	T. G. & B. Ry.	Shelburne, 8 m.	Mulmur	Simcoe	150	151
Whittington, P. O.	T. G. & B. Ry.	Orangeville Junction, 6 m.	Amaranth	Wellington		135
Wick, P. O., Tel. & Ry Sta.	T. & N. Ry.		Amabel	Brace	200	142
Wicklow, P. O.	G. T. Ry.	Orleton, 31 m.	Brook	Ontario	125	150
Widder, P. O. and Tel. Sta.	G. T. Ry.	Widder, 2 m.	Haldimand	Northumberland	100	140
Widder Station, P. O., Tel. and Ry Sta.	G. T. Ry.		Bosquet	Lambton	100	134
Wilfrid, P. O.	T. & N. Ry.	Cannington, 7 m.	Bosquet	Lambton	100	134
Wilkesport, P. O. and Tel. Sta.	C. S. Ry. (St. Cl. Br.)	Brigden, 1 m.	Brook	Ontario	110	150
Wilkie's Corners (Fingal P. O.)	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 8 m.	Sombra	Lambton	50	134
Willitholme, P. O.	G. T. Ry.	Gannaque, 4 m.	Southwold	Elgin	60	131
Williams, P. O.		Alba Craig	Pittsburg	Frontenac	100	144
Williamsburg, Tel. Sta. (New Aberdeen P. O.)	G. T. Ry.	Berlin, 4 m.	Williams East	Middlesex		134
Williamsford, (Sullivan P. O.)	G. T. Ry.		Waterloo	Waterloo	100	135
Williamstown, P. O.	G. T. Ry.	Lancaster, 4 m.	Holland	Grey	170	143
Willisport, P. O.	G. W. Ry. (W. G. & B. M. L.)	Pauley, 9 m.	Charlottenburg	Glengary	450	157
Willowdale, P. O.	N. Ry.	Thornhill, 5 m.	Elderslie	Brace		142
Willow Grove, P. O.	H. & L. E. Ry.	Ballsville, 2 m.	York	York	160	150
Wilmur, P. O.	G. T. Ry.	Kingston, 21 m.	Oneida	Haldimand	80	138
Wilton, P. O.	J. T. Ry.	Ernestown, 9 m.	Loughborough	Addington	300	144
Winchester, P. O.	G. W. Ry. (L. & Pt. S. Br.)	Westminster, 1 m.	Ernestown	Addington	200	144
Winchester Springs, P. O. & Tel. Sta.	G. T. Ry.	Gimton, 8 m.	Westminster	Middlesex		134
Windsor, P. O.	G. T. Ry.	Aultsville, 17 m.	Usborne	Huron	70	135
Windsor Centre, P. O. & Ry Sta. (Windham Sta.)	G. T. Ry.	Morrisburg, 12 m.	Winchester	Dundas	400	157
Windsor, P. O., Tel. and Ry Sta.	N. Ry. (Musk. Br.)	Washago, 40 m.	Williamsburg	Dundas	100	157
Winfield, P. O.	C. S. Ry.		Walt	Muskoka Dist.	60	147
Winger, P. O.	G. W. Ry.	Alma, 7 m.	Windham	Norfolk	100	138
Wingham, P. O., Tel. and Ry Sta.	G. W. Ry. (W. G. & B. M. L.)	Marshville, 3 m.	West Sandwich	Essex	4253	131
Winona, P. O. & Ry. Sta.	G. W. Ry. (W. G. & B. S. Ex.)		Peel	Wellington	50	135
Winterbourne, P. O.	G. T. Ry.		Wainfleet	Welland		139
Winthrop, P. O.	G. T. Ry. (B. & L. H. Br.)	Berlin, 8 m.	Turnberry	Huron	700	135
Wisbeach, P. O.	G. T. Ry. (Sar. Br.)	Seaford, 6 m.	Salfleet	Wentworth	100	138
Woburn, P. O.	G. T. Ry.	Scarborough, 21 m.	Woolwich	Waterloo	150	135
Wolfe Island, P. O. and Tel. Sta.	G. T. Ry.	Kingston, 3 m.	Worwick	Huron		135
Wolford, Ry Sta.	B. & O. Ry.	Owen Sound, 12 m.	Warwick	Lambton		134
Wolsley, P. O.	T. G. & B. Ry.	Drumbo, 3 m.	Scarborough	York	50	150
Wolverton, P. O.	G. T. Ry. (B. & L. H. Br.)		Wolford	Frontenac	2737	144
Woodbridge, P. O., Tel. & Ry Sta.	T. G. & B. Ry.		Grey	Grenville		156
Woodburn, P. O.	G. W. Ry.	Stoney Creek, 7 m.	Blenheim	Oxford	250	138
Woodbury, P. O.	G. W. Ry.	Trinceton, 3 m.	Vaughan	York	1000	150
Woodford, P. O. and Tel. Sta.	G. W. Ry.	Meaford, 9 m.	Birchbrook	Wentworth	100	138
Woodham, P. O.	N. Ry.	St. Mary's, 11 m.	Durford	Brant	160	138
Woodhill, P. O.	G. T. Ry.	Malton, 31 m.	Glenburn	Grey	50	143
Woodlands, P. O.	G. T. Ry.	Dickinson's Landing, 2 m.	Blanchard	Peel	100	135
Woodlee, P. O.	C. S. Ry.	Woodslee Sta., 4 m.	Toronto Gore	Peel		150
Woodslee, Ry Sta.	C. S. Ry.		Ostrubuck	Stormont	70	157
WOODSTOCK, P. O., Tel. and Ry Sta.	G. W. Ry.		Midstone	Essex	150	131
Woodville, P. O., Tel. and Ry Sta.	T. & N. & Mid. Ry.		Rochester	Essex		131
Wooler, P. O.	G. T. Ry.	Trenton, 7 m.	Blanford	Oxford	5000	138
Wright's Corners, Ry Sta. (Algonquin P. O.)	G. T. Ry.		Eldon	Victoria	400	140
Wrozier, P. O. and Tel. Sta.	T. G. & B. Ry.	Maitland, 5 m.	Murray	Northumberland	120	140
Wyandot, P. O.	G. W. Ry. (W. G. & B. M. L.)	Huron, 4 m.	Augusta	Grenville	100	156
Wyelbridge, P. O. and Tel. Sta.	N. Ry.	Staynor, 24 m.	Howick	Alb.	700	135
Wyoming, P. O., Tel. & Ry Sta.	G. W. Ry. (Sar. Br.)		Maryborough	Wellington	150	135
Wytton (Thorndale P. O.)	G. T. Ry.	Thorndale, 3 m.	Tiny	Simcoe	130	151
Yarker, P. O. and Tel. Sta.	G. T. Ry.	Napanee, 13 m.	Plympton	Lambton	500	134
Yarmouth Centre, P. O.	G. W. Ry. (L. & Pt. S. Br.)	St. Thomas, 4 m.	West Nissouri	Middlesex	30	134
Yatton, P. O.	G. W. Ry. (W. G. & B. M. L.)	Alma, 10 m.	Camden East	Addington	400	144
Yelverton, P. O.	Mid. Ry.	Bethany, 8 m.	Yarmouth	Elgin	160	134
Yeovil, P. O.	T. G. & B. Ry.	Mount Forest, 10 m.	Peel	Wellington	20	135
York, P. O.	G. T. Ry. (B. & L. H. Br.)	Cook's, 2 m.	Manvers	Durham		140
Yonge Mills, P. O.	G. T. Ry.	Mallorytown, 4 m.	Egremont	Grey		143
York Mills, P. O.	G. T. N. & T. G. & B. Ry.	Weston, 3 m.	Seneca	Haldimand	400	138
York River, P. O.	G. T. Ry.	Belleville, 73 m.	Yonge	Leeds	350	150
Yorkville, P. O. and Tel. Sta.	G. T. Ry.	Toronto, 2 m.	Faraday	York	125	144
Young's Point, P. O.	G. T. T. G. & B. G. W. & T. & N. Ry.	Lakefield, 61 m.	York	Hastings	2303	150
Youngsville, P. O.	G. W. Ry.	Perth, 22 m.	Smith	Peterborough	100	140
Zealand, P. O.	B. & O. Ry. (P. Br.)	Sunderland, 11 m.	West Zorra	Oxford		138
Zephyr, P. O.	T. & N. Ry.	Wingham, 2 m.	Go	Frontenac		144
Zelland, P. O.	G. W. Ry. (W. G. & B. S. Ex.)	Wellington Square, 8 m.	Scott	Ontario	300	150
Zimmerman, P. O.	G. W. Ry.	Washago, 214 m.	Turnberry	Huron	60	135
Ziska, P. O.	N. Ry. (Musk. Br.)	Seaford, 18 m.	Nelson	Haltont	100	150
Zurich, P. O., and Tel. Sta.	G. T. Ry.		Monck	Muskoka Dist.		135
			Illy	Huron	200	147

For explanations, names of Railroads abbreviated, etc., see page 183.

LIST OF CITIES, VILLAGES, POST OFFICES AND RAILWAY STATIONS IN THE PROVINCE OF QUEBEC.

STATING MEANS OF ACCESS, APPROXIMATE NUMBERS OF POPULATION, ETC.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH, OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE.
Abbott's Corners, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 10 m.	St. Armand	Missisquoi	100	152
Abbottsford, P. O.	Cent. Vt. Ry (Nor. Div.)	Granby, 9 m.	St. Paul	Houville	250	152
Abercorn, P. O. Ry and Tel. Sta.	S. E. Ry.		Sutton	Brome	200	152
Aboyno.	River Sagouche.		Nouvelle	Bonaventure	70	172
Acton Vale, P. O., Tel. and Ry Sta.	G. T. Ry.		Acton	Bagot	500	152
Adamsburg.	B. & O. Ry.	Renfrew, 25 m.	Allumette.	Pontiac		152
Adamsville, P. O.	S. E. Ry.	Brigham, 4 m.	Farnham	Brome	200	167
Aiderley, P. O.	G. T. Ry.	Beaconsfield, 16 m.	Inverness	Megantic	50	152
Aird, P. O.	Cent. Vt. Ry (Nor. Div.)	St. Armand, 15 m.	Clarenceville	Missisquoi	80	148
Allan's Corners, P. O. (Chapeau).	G. T. Ry (M. L. & P. L.)	La Pigeonière, 18 m.	Durham	Chateauguay	250	162
Allumette Island, P. O. (Chapeau).	B. & O. Ry.	Renfrew, 32 m.	Allumette	Pontiac	2233	160
Ancienne Lorette, P. O.	River St. Lawrence.	Quebec, 10 m.	Ancienne Lorette	Quebec	180	148
Anderson Corners, P. O. (Six Mile Cross).	River St. Lawrence.	Valleyfield, 14 m.	Hinchinbrook	Huntingdon	1049	160
Ange Gardien, P. O.	River St. Lawrence.		Deaupré	Montmorency	250	163
Angers, P. O.	River Ottawa.		Duckingham	Ottawa		160
Apple Grove, P. O.	M. V. Ry.	Stanstead, 5 m.	Stanstead	Stanstead	300	152
Armagh, P. O. (St. Capetan).	G. T. Ry.	St. Valier, 24 m.	Armagh	Beauce	730	152
Arthabaska, P. O.	G. T. Ry.	Arthabaska, 21 m.	Arthabaska	Arthabaska	50	148
Arundel, P. O.	River Ottawa.	Grenville, 22 m.	Arundel	Argenteuil	80	166
Ascot Corner, P. O.	G. T. Ry.	Sherbrooke, 12 m.	Ascot	Sherbrooke		172
Assametsquan, P. O. and Tel. Sta.	River Sagouche.	Matapédia, 12 m.	Assametsquan	Bonaventure	30	153
Aston, P. O., Tel. and Ry Sta.	G. T. Ry.	Arthabaska, 18 m.	Acton	Nicolet	150	163
Athelstan, P. O.	River St. Lawrence.	Huntingdon, 4 m.	Hinchinbrook	Huntingdon	60	148
Aubigny, P. O.	River Ottawa.	Papineauville, 14 m.	Ripon	Ottawa	300	172
Aubrey, P. O.	G. T. Ry (M. L. & P. L.)	St. Rémi, 16 m.	Georgetown	Chateauguay		148
Avignon, P. O. (St. Alexis).	L. Ry.	Metapédia, 7 m.	Metapédia	Bonaventure	50	148
Avoca, P. O.	C. & G. Ry.	Grenville, 15 m.	Grenville	Argenteuil	200	152
Ayers Flat, P. O., Tel. and Ry Sta.	M. V. Ry.	Ottawa, 8 m.	Hull	Stanstead	1400	163
Aylmer, P. O. and Tel. Sta.	B. & O. & St. L. & O. Ry.	Ottawa, 45 m.	Aylmer	Ottawa	150	163
Aylwin, P. O.	River Ottawa.	(Hail Hail Bay).	St. Alphonse	Chicoutimi	250	164
Bagotville, P. O.	River Saguenay.		Callières	Charlevoix	80	174
Bain des Rochers, P. O. (Port au Perail).	River St. Lawrence.					152
Baie du Febvre, P. O. (La Baie).	G. T. Ry (Ar. & T. Riv.)	Doucet's Landing, 21 m.	Baie du Febvre	Yamaska		160
Baillargoon, P. O.	G. T. Ry.	Craig's Road, 3 m.	St. Etienne de L.	Levis	300	152
Baldwin's Mills, P. O. (Drews Mills).	G. T. Ry.	Coaticook, 5 m.	Malbaie	Gaspé	150	172
Barcelois de Malbaie, P. O.	Gulf of St. Lawrence		Barnston	Stanstead	250	152
Barnston Corner, P. O.	G. T. Ry.	Coaticook, 41 m.	Hemmingford	Huntingdon	125	148
Barrington, P. O. and Ry Sta.	G. T. Ry (M. L. & P. L.)	Batiscon Bridge, 6 m.	St. Genevieve	Champlain	274	152
Batiscon, P. O.	River St. Lawrence.		St. François Xavier	Champlain	250	152
Batiscon Bridge, P. O. and Tel. Sta.	River St. Lawrence.		St. Clément	Beauharnois	1423	148
Beauharnois, P. O. and Tel. Sta.	St. L. & L. Ry.	Joliette, 22 m.	Rawdon	Montcalm	300	148
Beaulac, P. O.	River St. Lawrence.		Ile d'Orleans	Montmorency	150	160
Beaulieu, P. O.	G. T. Ry.	Quebec, 9 m.	Beaumont	Beauce	600	160
Beaumont, P. O.	G. T. Ry.	Quebec, 34 m.	Beaumont	Quebec	4053	160
Beaupré, P. O.	G. T. Ry.	Black River, 16 m.	St. Sylvestre	Lotbinière	70	160
Beaurivage, P. O.	G. T. Ry.	Doucet's Landing, 5 m.	Beaucour	Nicolet	600	152
Beaucour, P. O. and Tel. Sta.	G. T. Ry.	Stanbridge Sta., 2 m.	Stanbridge	Megantic	100	167
Beaucour Station, P. O., and Ry Sta.	M. V. Ry.	Derby Line, 3 1/2 m.	Stanstead	Missisquoi	1400	152
Bedford, P. O.	G. T. Ry (R. & P. Div.)	Stottsville, 2 m.	St. Valentin	Stanstead	100	148
Beebe Plain, P. O.	River Ottawa.	St. Placide, 8 m.	Two Mountains	St. John		148
Belle Alodie, P. O.	G. T. Ry.	Belœil Sta., 1 1/2 m.	Belœil	Verchères	300	148
Belle Rivière, P. O.	G. T. Ry.		Belœil	Verchères	50	148
Belœil, P. O.	G. T. Ry.		Bergeronnes	Saguenay		148
Belœil Station, P. O., Tel. and Ry Sta.	River St. Lawrence.	Quebec, 3 m.	Charlesbourg	Quebec	552	160
Bergeronnes.	River St. Lawrence.		Bersimis	Saguenay		160
Bergerville, P. O.	River St. Lawrence.	St. François, 2 m.	Berthier	Montmagny	300	148
Bersimis, P. O.	River St. Lawrence.	New Durham, 6 m.	Berthier	Berthier	1433	148
Berthier en bas, P. O.	G. T. Ry.	Lanoxville, 10 m.	North Ely	Shefford	60	152
Berthier en haut, P. O. and Tel. Sta.	I. Ry.		Eaton	Richmond	400	169
Bethel, P. O.	G. T. Ry.		St. Giles	Compton	100	166
Bio, P. O., Tel. and Ry Sta.	G. T. Ry.		Mount Murray	Lotbinière		160
Bironth, P. O.	River St. Lawrence.	Hemmingford, 4 m.	Lacolle	Charlevoix	300	174
Black River, P. O., Tel. and Ry Sta.	Cent. Vt. Ry (Nor. Div.)	Waterloo, 14 m.	Bolton	St. John		148
Black River, P. O. (Port au Perail).	Cent. Vt. Ry (Nor. Div.)	Waterloo, 12 m.	Bolton	Brome	20	152
Bogtown.	Cent. Vt. Ry (Nor. Div.)		Bolton	Brome	150	172
Bolton Centre, P. O.	Cent. Vt. Ry (Nor. Div.)		Bolton	Bonaventure		168
Bolton Forest, P. O.	River St. Lawrence.	Montréal, 12 m.	St. Martin	Laval	1200	148
Bonaventure, P. O. & Tel. Sta. (New Richmond).	G. T. Ry.	Acton Vale, 14 m.	South Ely	Shefford	80	152
Bon Desir, P. O. (Les Escoumins).	G. T. Ry.	St. Lambert, 3 m.	Boucherville	Chambly	757	148
Bord & Plouffe, P. O. & Tel. Sta.	G. T. Ry.		Barnston	Stanstead		152
Boscobel, P. O.	G. T. Ry.	Pointe aux Trembles, 14 m.	Bourg Louis	Portneuf	80	152
Boucherville, P. O. and Tel. Sta.	M. V. Ry.	Ayer's Flat, 4 1/2 m.	Farnham	Stanstead	200	152
Boundary Line, Ry Sta. (Stanhope P. O.).	S. E. Ry.		Bristol	Pontiac	200	162
Bourg Louis, P. O.	River Ottawa.	Carleton, 21 m.	Morin	Argenteuil		148
Boynon, P. O.	G. T. Ry.	Campbelltown, N. B. 5 m.	St. Dominique	Bagot	90	152
Brigham, P. O. & Ry Sta.	L. Ry.	Emeron, 4 m.	Restigouche	Bonaventure	60	173
Bristol, P. O. & Tel. Sta.	S. E. Ry.	Waterloo, 5 m.	Brome	Brome	250	152
Britouville, P. O.	G. T. Ry.	Brompton Falls, 4 m.	Brompton	Brome	150	152
Britannia Mills, P. O., Tel. and Ry Sta.	G. T. Ry.		Brompton	Richmond	500	152
Broadlands, P. O.						
Brome Corner, P. O. and Tel. Sta.						
Brommers, P. O.						
Brompton, P. O.						
Brompton Falls, P. O., Tel. and Ry Sta.						

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIOY.	COUNTY.	POPULATION.	SEE PAGE.
Brookbury, P. O.	G. T. Ry.	Lennoxville, 25 m.	Bury	Compton.	100	166
Brookville, P. O. (Richby).	G. T. Ry.	Richby	Compton.	Compton.	50	165
Broughton, P. O.	G. T. Ry.	Broughton	Broughton	Beauce	200	167
Brownburg, P. O.	G. & C. Ry.	Chatham, 7 m.	Chatham	Argenteuil.	60	148
Bryson, P. O. and Tel. Sta.	Lac des Chats.	Portage du Fort, 8 m.	Litchfield	Pontiac	250	162
Buckingham, P. O. and Tel. Sta.	River Ottawa.	Ottawa, 21 m.	Buckingham	Ottawa.	1301	163
Bulwer, P. O.	G. T. & M. V. Ry.	Lennoxville, 9 m.	Eaton	Compton.	150	166
Bute, P. O.	G. T. Ry.	Beaucourt, 2 m.	Somersey	Megantic.	150	167
Cacouna, P. O., Ry and Tel. Sta.	I. Ry.	Rivière du Loup, 15 m.	St. George	Temiscouata	641	169
Callière, P. O. (Port au Peril).	G. T. Ry.	Callière	Callière	Charlevoix.	200	177
Calumet Island, P. O.	Riv. Ottawa.	Calumet	Calumet	Pontiac	1080	174
Cambria, P. O.	River Ottawa.	Carleton, 50 m.	St. Columbin.	Argenteuil.	700	162
Canterbury, P. O.	G. T. Ry.	Lennoxville, 30 m.	Bury	Compton.	150	148
Cantley, P. O.	River Ottawa.	Hull, 9 m.	Hull	Ottawa.	150	166
Canrobert, P. O.	S. E. Ry.	West Farnham, 3 m.	Desaulles	Houville	255	163
Cap St. Ignace, (Cap à l'Aigle) P. O.	River St. Lawrence.		Mt. Murray	Charlevoix.		152
Cap Châte, P. O.	G. T. Ry.	Doucet, 4 m.	Cap Châte	Gaspé	930	174
Cap de la Magdelaine, P. O.	Gulf St. Lawrence.		Cap de la Magdelaine	Champlain.	200	172
Cap des Rosiers, P. O. (Grande Grève).			Cap des Rosiers	Gaspé	714	152
Cape Cove, P. O.			Paré	Gaspé	200	172
Cap Desjardins.	Gulf St. Lawrence.		Paré	Bonaventure		172
Capelon, P. O. and Ry Sta.	M. V. Ry.		Ascot	Compton.	200	172
Caplin, P. O. and Tel. Sta.	Bas de Châteaux.		Hamilton	Bonaventure		166
Cap Rouge, P. O. and Tel. Sta.	River St. Lawrence.	Quebec, 9 m.	St. Foye	Quebec	800	172
Cap Saint, P. O.	River St. Lawrence.	Quebec, 31 m.	Cap Saint.	Portneuf.	400	160
Cap St. Ignace, P. O., Tel. & Ry Sta.	G. T. Ry.	Bersimis, 80 m.	St. Ignace	Montmagny.	300	160
Cariboo Island, P. O. (Bersimis).	River St. Lawrence.	Grenville, 12 m.	Chatham	Saguenay	50	160
Carillon, P. O. Tel. and Ry Sta.	C. & G. Ry.	Dalhousie, N. B., 5 m.	Carleton	Argenteuil.	500	148
Carleton, P. O.	I. Ry.	Ottawa, 17 m.	Hull	Bonaventure	500	172
Casodras, P. O.	Ottawa River.		Hull	Ottawa.		163
Casville.	River St. Lawrence.		Soulanges	Soulanges		152
Castelbar, P. O.	M. V. Ry.	Ayers Flat, 5 m.	Stanstead	Stanstead		152
Caussapud, P. O.	G. T. Ry.	Danville, 24 m.	Shipton	Richmond.	150	152
Caughnawaga, P. O., Tel. and Ry Sta.	I. Ry.	Sto. Flavie, 61 m.	Causapud	Richmond.		172
Camville, P. O.	G. T. Ry. (M. L. & P. L.)	Lancaster, 7 m.	Sault St. Louis.	Laprairie	1650	148
Cedars, P. O. and Ry Sta.	G. T. Ry.		St. Anicet	Huntingdon.	100	148
Cedar Hall, P. O.	G. T. Ry.		Soulanges	Soulanges	300	148
Chambly Basin, P. O. Ry and Tel. Sta.	I. Ry.	Sto. Flavie, 35 m.	Lac des Rapides.	Richmond.		169
Chamby Canton, P. O. Ry & Tel. Sta.	G. T. Ry.	St. Hubert, 9 m.	Chambly Basin	Chambly.	778	148
Chamby, P. O.	G. T. Ry.	St. Hubert, 9 m.	Chambly Canton	Chambly	600	148
Champlain, P. O. and Tel. Sta.	Lake St. John.		Champlain	Chicoutimi.		164
Chantelle, P. O.	G. T. Ry.	Doucet's, 16 m.	Champlain	Champlain	400	148
Chapeau, P. O. (Allumette Island).	St. L. & I. Ry.	Joliette, 24 m.	Chertsey	Ventail.	1619	148
Charlemagne, P. O.	B. O. Ry.	Renfrew, 32 m.	Allumette	Pontiac	250	162
Charlestown, P. O.	River St. Lawrence.		Lachenaie	L'Assomption		48
Charlevoix, P. O.	River St. Lawrence.	Quebec, 4 m.	Quebec	Quebec	800	160
Charrington, P. O.	River St. Lawrence.	St. Paul's Bay, 6 m.	Côte Beupré.	Charlevoix.		174
Chatham, P. O.	River St. Lawrence.	Compton Station, 14 m.	Clifton	Compton.	75	166
Chateauguay, P. O.	Ottawa River.	Carillon, 7 m.	Chatham	Argenteuil.	100	148
Chateauguay Basin, P. O. and Tel. Sta.	M. L. & P. L. Ry.	Caughnawaga, 6 m.	Chateauguay	Chateauguay	900	148
Chateau Richer, P. O.	M. L. & P. L. Ry.	Caughnawaga, 5 m.	Chateauguay	Chateauguay	200	148
Chatham, Ry & Tel. Sta. (Cushing P. O.).	River St. Lawrence.	Quebec, 15 m.	Chateau Richer.	Montmagny.	1618	160
Chatillon, P. O.	C. & G. Ry.	St. Célestin, 12 m.	Chatham	Argenteuil.	600	148
Chatwells	G. T. Ry.	Carillon, 6 m.	St. Zéphirin	Yamaska.	200	152
Chaudière, P. O., Tel. and Ry Sta.	Ottawa River.		Argenteuil.	Argenteuil.		148
Chaudière Curve, Tel. & Ry Sta.	G. T. Ry.		Lauson	Lévis	776	160
Châtea, P. O. and Tel. Sta.	G. T. Ry.	Ottawa, 8 m.	St. J. Chrysostôme	Lévis		160
Chertsey, P. O. (St. Theodore de Chertsey).	B. O. & St. Law & P. Ry	Joliette, 24 m.	Hull	Ottawa.	400	163
Chester East, P. O.	St. L. & T. Ry.	Arthabaska, 9 m.	Chertsey	Montreal.	1619	148
Chester West, P. O.	G. T. Ry.	Arthabaska, 9 m.	Chester	Arthabaska.	300	152
Chicoutimi, P. O.	G. T. Ry.	Arthabaska, 9 m.	Chicoutimi	Arthabaska.	250	152
Chicoutimi, P. O.	River Ottawa.		Chicoutimi	Pontiac	508	162
Chicoutimi, P. O.	River Saguenay	Béancourt, 2 m.	Chicoutimi	Chicoutimi.	1393	164
Clapham, P. O.	G. T. Ry.	Lacolle, 3 m.	Inverness	Megantic.	100	167
Clarendonville, P. O.	G. T. Ry., M. St. J. & P. Ry	Ottawa, 5 m.	St. George	Missisquoi.	300	152
Clarendonville Centre, P. O. and Tel. Sta.	B. O. & St. L. & P. Ry	Ottawa, 5 m.	Clarendon.	Pontiac	250	162
Clarendon Front, P. O.	Ottawa River.	Bristol, 5 m.	Clarendon.	Pontiac	100	162
Clarina, P. O.	Cent. V. R. Ry. (N. Div.)	Granby, 4 m.	Granby	Sheffield	400	152
Clarendonville, P. O.	River St. Lawrence.		Clarendonville	Gaspé		172
Colfield, P. O.	G. T. Ry.	Portage du Fort, 11 m.	Litchfield	Stanstead	1160	152
Como, P. O. and Tel. Sta.	River Ottawa.		Vaudreuil.	Pontiac	90	162
Compton, P. O. and Tel. Sta.	G. T. Ry.	Compton Station, 1 m.	Compton	Vaudreuil.	200	148
Compton Station, Ry Sta.	G. T. Ry.		Compton	Compton.	500	166
Contrecoeur, P. O.	River St. Lawrence.	Lennoxville, 13 m.	Contrecoeur	Compton.		166
Cookshire, P. O.	G. T. & M. V. Ry.	Hemmingford, 7 m.	Eaton	Vercheres	1813	14
Corbin, P. O.	G. T. Ry. (M. & P. L.)	River Rouge, 2 m.	Hemmingford	Compton.	400	166
Côteau du Lac, P. O.	G. T. Ry.	Côteau Station, 1 m.	Soulanges	Huntingdon	100	148
Côteau St. Antoine, P. O. (Tanneries West).	G. T. Ry.	Tannery West, 1 m.	St. Zotique	Soulanges	300	148
Côteau St. Pierre, P. O. (Tanneries West).	G. T. Ry.	Montreal, 4 m.	Montreal	Hochelaga	600	148
Côteau Station, P. O., Tel. & Ry Sta.	G. F. Ry.	Montreal, 2 m.	Montreal	Hochelaga	5000	148
Côte des Neiges, P. O.	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	2000	148
Côte St. Antoine, P. O. (Côte des Neiges).	G. T. Ry.	Montreal, 2 m.	Montreal	Soulanges	200	148
Côte Ste. Catherine, P. O. (Côte des Neiges).	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	742	148
Côte St. Louis, P. O. (Mile-End).	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelaga	600	148
Côte St. Luc, P. O. (Côte des Neiges).	G. T. Ry.	Montreal, 2 m.	Montreal	Hochelaga	100	148
Côte St. Paul, P. O. and Tel. Sta.	G. T. Ry.	Montreal, 3 m.	Montreal	Hochelaga	4000	148
Cournoyer	G. T. Ry.	Bellefleur, 9 m.	Montreal	Hochelaga	300	148
Covey Hill, P. O.	G. T. Ry. (M. L. & P. L.)	Hemmingford, 10 m.	Havelock	Hochelaga	1500	148
Coveyville, P. O., Ry & Tel. Sta.	S. E. Ry.	West Farnham, 14 m.	Duchon	Vercheres		148
Craig's Head, P. O., Tel. & Ry Sta. P. O. Baillargeon	G. T. Ry.	St. Henri, 30 m.	Lauson	Huntingdon	150	148
Cranbourne, P. O.	G. T. Ry.	Campbell, N. B., 1 m.	Cranbourne	Missisquoi.	600	152
Crosspoint, P. O.	I. Ry.		Restigouche.	Lévis	50	148
Cushing, P. O. Tel. and Ry Sta. (Chatham).	C. & G. Ry.	Joliette, 6 m.	Chatham	Dorchester	300	160
Dalbairre, P. O. (Mechin).	River St. Law.	Carillon, 16 m.	Dalbairre	Bonaventure	150	172
Dalbairre, P. O.	St. L. & I. Ry.		Dalbairre	Argenteuil.	600	148
Dalbairre, P. O.	River Ottawa.		Dalbairre	Argenteuil.	400	172
Dalbairre, P. O.	G. T. Ry.		Dalbairre	Joliette	500	148
Dalbairre, P. O.	G. T. Ry.		Dalbairre	Argenteuil.	100	148
Dalbairre, P. O.	G. T. Ry.		Dalbairre	Drummond.	117	152
Dalbairre, P. O.	I. Ry.		Dalbairre	Richmond.	621	152
Dalbairre, P. O.	G. T. Ry.	Richmond, 7 m.	Shipton	Bonaventure		172
Dalbairre, P. O.	River St. Lawrence.		Shipton	Richmond.		152
Dalbairre, P. O.	Cent. V. Ry. (N. Div.)	Montreal, 44 m.	Stanbridge	Portneuf.	1450	160
Dalbairre, P. O.	Chateauguay River.	Waterloo, 13 m.	Godmanchester.	Missisquoi.	100	152
Dalbairre, P. O.	S. E. Ry.	Waterloo, 13 m.	Godmanchester.	Huntingdon	300	148
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Brome.	400	152
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Stanstead	300	151
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Compton.	300	166
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Arthabaska.	250	152
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	De Léry		148
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Douglasville.		148
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Barford.		151
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Granby.		152
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Charlevoix.		164
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Saguenay		164
Dalbairre, P. O.	G. T. Ry.	Waterloo, 13 m.	Godmanchester.	Dudswell		166

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEE PAGE.
Dumoine Depot.	Dumoine River.	Chatham, 12 m.	Wentworth.	Pontiac.	50	162
Dumny, P. O.	River Ottawa.	Launeston, 12 m.	Dumlee.	Huntingdon.	150	148
Dundee, P. O. and Tel. Sta.	G. T. Ry.	Launeston, 10 m.	Dumlee.	Huntingdon.	240	148
Dundee Centre, P. O.	S. E. Ry.	Cowanville, 6 m.	Dumham.	Missisquoi.	248	152
Dunham, P. O. and Tel. Sta.	Ottawa River.	Calumet Island, 5 m.	Calumet.	Pontiac.	500	162
Dunraven, P. O.	River St. Lawrence.	Valleyfield, 10 m.	Beauharnois.	Chateauguy.	240	148
Durham, Tel. Sta. (Ornstown P. O.)	G. T. Ry.	Aylmer, 17 m.	Durham.	Drummond.	240	153
Durham, (South Durham, P. O.) Tel. & Ry Sta.	Cent. Ver. (Nor. Div.)	Waterloo, 18 m.	Burlington.	Ottawa.	90	163
Eardley, P. O.	G. T. Ry.	Beaconsfield, 35.	Bolton.	Brome.	20	152
East Bolton, P. O.	G. T. Ry.	Compton, 15 m.	Broughton.	Beauce.	100	167
East Broughton, P. O.	Cent. Vt. Ry. (Nor. Div.)	Stambridge, 14 m.	Clifton.	Compton.	100	166
East Clifton, P. O.	S. E. Ry.	Massawippi, 24 m.	Dunham.	Missisquoi.	150	152
East Dunham, P. O.	M. V. Ry.	Caticook, 34 m.	Farnham.	Brome.	240	152
East Farnham, P. O. & Ry Sta.	G. T. Ry.	Ipswich, 7 m.	Hatley.	Stanstead.	300	152
East Hatley, (Hatley P. O.)	G. T. Ry.	Ottawa, 7 m.	Herford.	Compton.	150	166
East Herford, P. O.	River Ottawa.	Lennoxville, 13 m.	Nelson.	Megantic.	60	167
East Magdala, P. O.	G. T. & M. V. Ry's.	Quebec, 25 m.	Templeton.	Ottawa.	175	163
East Templeton, P. O.	River St. Lawrence.	Quebec, 25 m.	Eaton.	Compton.	200	166
Eaton, P. O.	River St. Lawrence.	Quebec, 25 m.	Laterrière.	Châteaufort.	2400	174
Eboulements, P. O. (Les Eboulements).	River St. Lawrence.	Quebec, 25 m.	Belair & Nouvelle.	Portneuf.	240	160
Ecoreuil, P. O. (Les Ecoreuil.)	River St. Lawrence.	Quebec, 25 m.	Milton.	Shelford.	70	152
Egypte, P. O.	River St. Lawrence.	Quebec, 25 m.	Elgin.	Huntingdon.	125	148
Elgin, (Kiln, P. O.)	River St. Lawrence.	Quebec, 25 m.	Escoumains.	Agouey.	1023	168
Escoumains, P. O. (Les Escoumains.)	River St. Lawrence.	Quebec, 25 m.	Shedden.	Bonaventure.	50	172
Escuminac, P. O. (Escuminac.)	River St. Lawrence.	Quebec, 25 m.	Barford.	Stanstead.	200	152
Evangeline, (St. Hermenegilde, P. O.)	G. T. Ry.	Craig's Road, 32 m.	S. Gilles de Beauvillage.	Lotbinière.	100	169
Farford.	River St. Lawrence.	Quebec, 25 m.	Beaufort.	Quebec.	100	160
Falls of Montmorency.	Cent. Vt. Ry. (Nor. Div.)	West Sheffield, 4 1/2 m.	East Farnham.	Brome.	60	152
Farnboro', P. O.	S. E. Ry.	Brigham, 2 m.	West Farnham.	Missisquoi.	100	152
Farnham, P. O. & Ry Sta.	River St. Lawrence.	Three Rivers, 8 m.	Farnham.	Brome.	300	152
Farnham Centre, P. O. & Tel. Sta.	M. V. Ry.	Smith's Mills, 5 m.	Lesford.	Rimouski.	100	168
Father Point, P. O. & Tel. Sta.	River St. Lawrence.	Richmond, 5 m.	Cap de la Magdelaine.	Champlain.	150	152
Ferment.	River St. Lawrence.	Richmond, 5 m.	Shedden.	Stanstead.	200	152
Fitch Bay, P. O.	Restigouche Harbour.	Richmond, 5 m.	Shedden.	Bonaventure.	200	172
Fleurant, P. O.	River St. Lawrence.	Portage du Fort, 23 m.	Laval.	Saguenay.	90	152
Fleury, P. O.	River Ottawa.	Rivière du Loup, 34 m.	Mansfield.	Saguenay.	100	168
Fonsville.	G. T. Ry.	St. John's & R. P. Ry.	Lake Temiscouata.	Pontiac.	100	162
Fort Coulonge, P. O.	M. St. J. & R. P. Ry.	Allumette Lake.	Sheen.	Temiscouata.	100	169
Fort Ingalls.	River St. Lawrence.	St. Foville, 22 m.	Fox.	St. John's.	125	163
Fort Lennox, (Isleau Noix).	G. T. Ry.	Hemingford, 16 m.	Franklin.	Gaspé.	500	172
Fort William, P. O.	G. T. Ry.	Cowanville, 1 m.	Rivière du Loup.	Dorchester.	1044	160
Fox River, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Armand, 10 m.	East Farnham.	Huntingdon.	300	148
Frankton, P. O. (St. Edouard de Frankton).	G. T. Ry.	Richmond East, 13 m.	East Farnham.	Temiscouata.	1541	169
Franklin Centre, P. O.	M. L. & P. L. Ry.	Waterloo, 2 m.	St. Armand.	Missisquoi.	100	152
Fraserville, Tel. and Ry Sta. (R. du Loup, P. O.)	G. T. Ry.	Waterloo, 2 m.	Kingsey.	Missisquoi.	621	152
Freeport.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 2 m.	Shedden.	Drummond.	150	152
Freelingsburgh, P. O. & Tel. Sta.	Cent. Vt. Ry. (Nor. Div.)	Waterloo, 2 m.	Brome.	Drummond.	150	152
French Village, P. O.	River St. Lawrence.	Three Rivers, 12 m.	Champlain.	Saguenay.	100	168
Frost Village, P. O.	G. T. Ry.	St. Jean Port Joli, 19 m.	Garneau.	Pontiac.	100	162
Fulford, P. O.	G. T. Ry.	Warwick, 30 m.	Garthby.	St. John's.	100	163
Gabelle.	River St. Lawrence.	Carillon.	Gaspé Bay, South.	Gaspé.	726	172
Jadibout, (Berisima, P. O.)	G. T. Ry.	Doucette's, 71 m.	St. Jérusalem.	Argenteuil.	150	148
Jarneau, P. O.	G. T. Ry.	Derby Line, 13 m.	Gentilly.	Argenteuil.	600	150
Jarvis, (St. Oliver, P. O.)	M. V. Ry.	Lyster, 50.	Gentilly.	Nicolet.	250	150
Gaspé Main, P. O.	G. T. Ry.	Danville, 1 m.	Gentilly.	Stanstead.	200	167
Genoa, P. O.	G. T. Ry.	Lyster, 11 m.	Gentilly.	Beauce.	200	167
Gentilly, P. O.	S. E. Ry.	Richford Village, 6 m.	Gentilly.	Richmond.	125	167
Georgville, P. O. & Tel. Sta.	River St. Lawrence.	Lennoxville, 33 m.	Gentilly.	Megantic.	300	167
Gilbertville, (River Gilbert, P. O.)	G. T. Ry.	Granby, 5 m.	Gentilly.	Brome.	200	152
Gilman's Mills.	S. S. & C. Ry.	Granby, 5 m.	Gentilly.	Saguenay.	50	168
Glenoid, P. O.	River Saguenay.	Granby, 5 m.	Gentilly.	Compton.	200	166
Glen Murray, P. O.	River St. Lawrence.	Granby, 5 m.	Gentilly.	Shedden.	100	152
Glen Sutton, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Shedden.	876	152
Goose Point, (Berisima, P. O.)	G. T. Ry.	Granby, 5 m.	Gentilly.	Chicoutimi.	300	161
Gould, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Gaspé.	172	172
Granboro', P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Beauce.	100	167
Granby, P. O. Tel. & Ry Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Gaspé.	172	172
Grande Baie, P. O. (Ha! Ha! Bay).	G. T. Ry.	Granby, 5 m.	Gentilly.	Cap Rosier.	172	172
Grand Capucin.	G. T. Ry.	Granby, 5 m.	Gentilly.	Grand River.	250	172
Grande Oudée, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Saguenay.	100	165
Grand Etang.	G. T. Ry.	Granby, 5 m.	Gentilly.	Cap des Rosiers.	100	172
Grand Grève, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Lévy.	400	148
Grand River, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Palon.	150	172
Grande Bergeronne, (Les Escoumains).	G. T. Ry.	Granby, 5 m.	Gentilly.	G. Vallée des Monts.	318	172
Grande Grève, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Whitworth.	100	169
Grande Isle.	G. T. Ry.	Granby, 5 m.	Gentilly.	Grenville.	300	148
Grande Ligne, P. O. & Ry Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Griffin.	679	472
Grand Pabos, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Stanstead.	50	152
Grande Vallée des Monts.	G. T. Ry.	Granby, 5 m.	Gentilly.	Gondines.	400	169
Green River, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Pierreville.	100	152
Grenville, P. O. Tel. & Ry Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Cherbourg.	100	172
Griffin Cove, P. O. & Tel. Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	St. Alexis.	300	164
Griffin's Corner, P. O. (Lineboro).	G. T. Ry.	Granby, 5 m.	Gentilly.	Caldwell.	100	160
Grondines, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	South Halifax.	100	167
Grosse Isle.	G. T. Ry.	Granby, 5 m.	Gentilly.	Hemingford.	150	148
Grosse Roche.	G. T. Ry.	Granby, 5 m.	Gentilly.	S. Gilles de Beauvillage.	100	160
Ha! Ha! Baie, P. O. (Grand Bay).	G. T. Ry.	Granby, 5 m.	Gentilly.	Harrington.	100	148
Hadlow.	G. T. Ry.	Granby, 5 m.	Gentilly.	Leeds.	200	167
Halifax, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Stambridge.	100	152
Hallerton, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Hatley.	100	152
Handkerchief.	G. T. Ry.	Granby, 5 m.	Gentilly.	Litchfield.	250	162
Harrington, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Libarra.	300	164
Harvey Hill Mines, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Godmanchester.	400	148
Hasville.	G. T. Ry.	Granby, 5 m.	Gentilly.	Frampton.	100	160
Hatley, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Hemingford.	600	148
Havelock, (Bryson, P. O. & Tel. Sta.)	G. T. Ry.	Granby, 5 m.	Gentilly.	Laclotte.	60	148
Hebertville, (Labarre P. O. & Tel. Sta.)	G. T. Ry.	Granby, 5 m.	Gentilly.	St. George.	700	152
Helen, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Potton.	80	152
Hemison, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Hinchinbrook.	100	148
Hemingford, P. O. Tel. & Ry Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Herford.	80	166
Henryburg, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Hull.	100	163
Henryville, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Island of Montreal.	1001	148
Herbert, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Hope.	1450	173
Herdman's Corners, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	St. Georgetown.	300	148
Herford, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Magdalen Island.	150	148
Heyworth, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Vaudreuil.	5000	163
Hochelaga, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Ottawa.	300	152
Hope, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Maskinongie.	703	148
Howick, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Huntingdon.	703	148
House Harbor, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Huntingdon.	703	148
Hudson, P. O. & Tel. Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Huntingdon.	703	148
Hull, P. O. & Tel. Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Huntingdon.	703	148
Hunterstown, P. O.	G. T. Ry.	Granby, 5 m.	Gentilly.	Huntingdon.	703	148
Huntingdon, P. O. and Tel. Sta.	G. T. Ry.	Granby, 5 m.	Gentilly.	Huntingdon.	703	148

For explanations, names of Railroads abbreviated, etc., see page 133.

For explanations, names of Railroads abbreviated, etc., see page 183.

[illegible]

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR FORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SHEE PAGE.
Penrecon.	Cent. Vt. Ry (Nor. Div.).	Stanbridge Sta., 8 m.	Stanbridge.	Missisquoi.	80	152
Percé, P. O. and Tel. Sta.	Gulf St. Lawrence.	Gulf St. Lawrence.	Percé.	Gaspé.	1713	172
Perryboro, P. O.	River Ottawa.	East Templeton, 9 m.	Templeton.	Ottawa.	100	163
Petit Metis, P. O.	G. T. Ry.	Coaticook, 8 m.	Coaticook.	Compton.	166	166
Petit Métis.	River St. Lawrence.	Montreal, 2 m.	Metis.	Rimouski.	168	168
Petite Côte.	G. T. Ry.	Montréal, 2 m.	Hochelega.	Hochelega.	300	148
Peveril, P. O.	G. T. Ry.	Côteau Landing Sta., 12 m.	Newton.	Vaudreuil.	86	148
Phillipsburg, P. O.	Cent. Vt. Ry (Nor. Div.).	St. Armand, 2 m.	St. Armand.	Missisquoi.	500	152
Pierreville, P. O. & Tel. Sta.	River St. Francis.	Pierreville.	Pierreville.	Yamaska.	1300	152
Pierreville Mills, P. O. & Tel. Sta.	River St. Francis.	Pierreville.	Pierreville.	Yamaska.	200	152
Pigeon Hill, P. O.	Cent. Vt. Ry (Nor. Div.).	St. Armand, 5 m.	St. Armand.	Missisquoi.	200	152
Pike River, P. O.	Cent. Vt. Ry (Nor. Div.).	Des Rivières, 2 m.	Stanbridge.	Missisquoi.	200	152
Pipolite, P. O.	G. T. Ry.	Lake Mégantic, 5 m.	Marston.	Compton.	200	166
Platte Chaloups.	Baie des Chaloups.	Baie des Chaloups.	Pabos.	Bonaventure.	173	173
Plessisville (Somerset P. O.) Tel. & Ry Sta.	G. T. Ry.	Grenville, 9 m.	Somerset South.	Mégantic.	1200	167
Point au Chêne, P. O.	River Ottawa.	Grenville, 9 m.	Grenville.	Argenteuil.	50	174
Point au Pic, P. O. & Tel. Sta.	River St. Lawrence.	Three Rivers, 18 m.	Mt. Murray.	Charlevoix.	174	174
Point aux Calumets.	River Ottawa.	Three Rivers, 18 m.	Two Mountains.	Two Mountains.	148	148
Point Chevalier.	River St. Lawrence.	Three Rivers, 18 m.	St. Maurice.	St. Maurice.	152	152
Point Fontaine, P. O. & Tel. Sta.	River Ottawa.	Three Rivers, 18 m.	Vaudreuil.	Vaudreuil.	100	148
Point Platon, P. O.	River St. Lawrence.	Three Rivers, 18 m.	Lotbinière.	Lotbinière.	160	160
Point Péri.	River St. Lawrence.	Three Rivers, 18 m.	Las Eboulements.	Charlevoix.	174	174
Point St. Charles, P. O. Tel. and Ry Sta.	G. T. Ry.	Montréal, 2 m.	Montréal.	Jacques Cartier.	148	148
Point St. Peter, P. O. and Tel. Sta.	River St. Lawrence.	Montréal, 2 m.	Malbaie.	Gaspé.	172	172
Pointe à Fleurant (Fleurant P. O.).	Ristigouche Harbour.	Ristigouche Harbour.	Shoolbrod.	Bonaventure.	172	172
Pointe à la Garde (Aboyné P. O.).	Baie des Chaloups.	Baie des Chaloups.	Nouvelle.	Bonaventure.	50	172
Pointe à la Garenne.	River St. Lawrence.	Three Rivers, 18 m.	Nicolet.	Nicolet.	152	152
Pointe aux Anglaises.	River Ottawa.	Vaudreuil, 2 m.	Lake Two Mountains.	Lake Two Mountains.	148	148
Pointe aux Trembles, P. O.	River St. Lawrence.	Montréal, 10 m.	Hochelega.	Hochelega.	400	148
Pointe aux Trembles, P. O. & Tel. Sta.	G. T. Ry.	Quebec, 21 m.	Nouvelle.	Portneuf.	600	160
Pointe aux Trembles du Lac St. Jean.	River Saguenay.	Chicoutimi, 60 m.	Charlevoix.	Chicoutimi.	70	164
Pointe Claire, P. O. Tel. & Ry Sta.	G. T. Ry.	Montréal.	Jacques Cartier.	Jacques Cartier.	461	148
Pointe des Monts (Beramis P. O.).	River St. Lawrence.	Three Rivers, 18 m.	Saguenay.	Saguenay.	168	168
Pont Château (Village du Ruisseau P. O.).	G. T. Ry.	River Rouge, 2 m.	Soulanges.	Soulanges.	120	148
Pont de Maskinonge, P. O.	Lake St. Peter.	Lake St. Peter.	Maskinonge.	Maskinonge.	350	152
Pontiac (Onslow P. O.).	River Ottawa.	Onslow, 3 m.	Onslow.	Pontiac.	50	162
Portage du Fort, P. O. & Tel. Sta.	River Ottawa.	Onslow, 3 m.	Lichfield.	Pontiac.	625	162
Port au Pencil, P. O.	River St. Lawrence.	Three Rivers, 18 m.	Mt. Murray.	Charlevoix.	350	174
Port aux Millers (Port au Pencil P. O.).	River St. Lawrence.	Three Rivers, 18 m.	Calhères.	Charlevoix.	75	174
Port Daniel, P. O. & Tel. Sta.	Baie des Chaloups.	Baie des Chaloups.	Port Daniel.	Bonaventure.	200	173
Portland.	River Ottawa.	Buckingham, 12 m.	Portland.	Ottawa.	100	163
Port Lewis, P. O.	River St. Lawrence.	Buckingham, 12 m.	St. Anicet.	Huntingdon.	120	148
Portneuf.	River St. Lawrence.	Buckingham, 12 m.	Saguenay.	Saguenay.	50	168
Portneuf, P. O. & Tel. Sta.	River St. Lawrence.	Buckingham, 12 m.	Portneuf.	Portneuf.	800	160
Port Parsley.	River St. Lawrence.	Buckingham, 12 m.	Mt. Murray.	Charlevoix.	174	174
Port Salmon.	River St. Lawrence.	Buckingham, 12 m.	Mt. Murray.	Charlevoix.	174	174
Port St. Francis.	River St. Lawrence.	Buckingham, 12 m.	St. Francis.	Nicolet.	152	152
Poste des Grues, P. O.	River St. Lawrence.	Buckingham, 12 m.	St. Maurice.	St. Maurice.	200	152
Potter (Mansenville P. O.).	S. E. Ry.	Three Rivers, 13 m.	Potter.	Brome.	152	152
Powers Court (St. Etienne P. O.).	Chateauguay River.	Huntingdon, 6 m.	Hitchbrook.	Huntingdon.	150	148
Princeville (Stanford P. O.) Tel. and Ry Sta.	G. T. Ry.	Huntingdon, 6 m.	Stanford.	Arthabaska.	250	152
QUEBEC, P. O. Tel. & Ry Sta.	G. T. Ry. & R. St. Lawrence.	Quebec.	Quebec.	Quebec.	59699	160
Quio, (Onslow P. O.).	Ottawa River.	Onslow, 3 m.	Onslow.	Pontiac.	50	162
Radnor Forges (Formont).	River St. Lawrence.	Three Rivers, 3 m.	Cap de la Magdelaine.	Champlain.	150	152
Rapides des Joachims P. O. and Tel. Sta.	River Ottawa.	Three Rivers, 3 m.	Aberdeen.	Pontiac.	80	152
Rawdon, P. O.	St. L. & I. Ry.	Joliette, 17 m.	Rawdon.	Montcalm.	600	148
Reboulleau, P. O.	G. T. Ry.	Bécanou, 14 m.	Reboulleau.	Mégantic.	200	167
Reboulleau, P. O. and Tel. Sta.	River St. Lawrence.	Montréal, 18 m.	Reboulleau.	L'Assomption.	300	148
Riceburg, P. O.	Cent. Vt. Ry (Nor. Div.).	Stanbridge Sta., 6 m.	Stanbridge.	Missisquoi.	200	152
Richby, P. O.	G. T. Ry.	Compton Station, 4 m.	Compton.	Compton.	50	166
Richelieu Village, P. O.	River Richelieu.	Compton Station, 4 m.	St. Mathias.	Rouville.	148	148
Richmond, P. O. and Ry Sta.	G. T. Ry.	Compton Station, 4 m.	Cleveland.	Richmond.	715	152
Richmond Station, P. O. Tel. and Ry Sta.	G. T. Ry.	Compton Station, 4 m.	Cleveland.	Richmond.	300	152
Rigaud, P. O.	River Ottawa.	Compton Station, 4 m.	Rigaud.	Vaudreuil.	280	148
Rimouski, P. O. Tel. and Ry Sta.	L. Ry. & Riv. St. Lawrence.	Compton Station, 4 m.	St. Barnabé.	Rimouski.	1185	168
River Bani, P. O. Tel. and Ry Sta.	G. T. Ry.	Compton Station, 4 m.	Soulanges.	Soulanges.	100	148
River Dore, P. O. Tel. and Ry Sta.	S. E. Ry (Sorel Br.).	Compton Station, 4 m.	St. David.	Yamaska.	800	152
River Dore, P. O.	River Gatineau.	Compton Station, 4 m.	Mawwaki.	Ottawa.	1000	160
River Gilbert (Gilbertville P. O.).	G. T. Ry.	St. Henri, 42 m.	Vaudreuil.	Bonaventure.	200	167
River Rouge (Coteau du Lac P. O.).	River St. Lawrence.	St. Henri, 42 m.	Soulages.	Soulages.	148	148
River Trois Pistoles, P. O. Tel. and Ry Sta.	L. Ry.	St. Henri, 42 m.	Trois Pistoles.	Trois Pistoles.	169	169
Rivière à la Glacière.	River St. Lawrence.	St. Henri, 42 m.	Mt. Louis.	Gaspé.	172	172
Rivière à la Marthe.	River St. Lawrence.	St. Henri, 42 m.	Tourelle.	Gaspé.	172	172
Rivière à la Poudre (Robert P. O.).	Lake St. John.	St. Henri, 42 m.	Robert.	Chicoutimi.	120	161
Rivière aux Vaches, P. O. and Tel. Sta.	River St. Lawrence.	St. Henri, 42 m.	St. DeGaire.	Yamaska.	225	152
Rivière des Mairies, P. O. and Tel. Sta.	G. T. Ry.	Montréal, 15 m.	Montréal.	Hochelega.	250	148
Rivière du Loup en bas, P. O. Tel. & Ry Sta.	G. T. Ry. & Riv. St. Law.	Three Rivers, 23 m.	Rivière du Loup.	Témiscouata.	1541	169
Rivière du Loup en haut, P. O. and Tel. Sta.	River St. Lawrence.	Three Rivers, 23 m.	Rivière du Loup.	Maskinonge.	1500	152
Rivière Madeleine, P. O.	River St. Lawrence.	Three Rivers, 23 m.	Taché.	Gaspé.	172	172
Rivière Marsouin.	River St. Lawrence.	Three Rivers, 23 m.	Duché.	Gaspé.	172	172
Rivière Ouelle, P. O. & Ry Sta.	G. T. Ry.	Three Rivers, 23 m.	Rivière Ouelle.	Kamouraska.	300	174
Roberval, P. O.	Lake St. John.	Three Rivers, 23 m.	Roberval.	Chicoutimi.	300	161
Rochester, P. O.	G. T. Ry.	Lennoxville, 21 m.	Bury.	Compton.	300	166
Rockburn, P. O.	Cent. Vt. Ry (Nor. Div.).	Waterloo, 9 m.	Stukely.	Shefford.	100	152
Rock Forest, P. O.	G. T. Ry (M. L. & P. L.).	Hemmingford, 22 m.	Orford.	Huntingdon.	75	148
Rock Island, P. O. and Ry Sta.	M. V. Ry.	Sherbrooke, 8 m.	Sherbrooke.	Sherbrooke.	152	152
Rougemont, P. O.	Chambly River.	Chambly, 12 m.	Stanstead.	Stanstead.	500	152
Roxham, P. O.	G. T. Ry.	Hemmingford, 5 m.	Yamaska.	Rouville.	150	148
Roxham Falls, P. O. and Tel. Sta.	G. T. Ry.	Acton, 6 m.	Roxton.	Shefford.	1200	152
Roxton Pond, P. O.	Cent. Vt. Ry (Nor. Div.).	Granby, 6 m.	Roxton.	Shefford.	125	152
Ruisseau des Chénies, P. O.	G. T. Ry.	Upton, 17 m.	Upton.	Drummond.	75	152
Rupert, P. O.	River Ottawa.	Upton, 17 m.	Masham.	Ottawa.	50	163
Russelltown, P. O.	G. T. Ry (M. L. & P. L.).	Hemmingford, 15 m.	Chateauguay.	Chateauguay.	100	148
Sub-voies, P. O.	G. T. & V. C. Ry (N. Div.).	St. John, 8 m.	Monnoir.	Beville.	175	152
Samborn, P. O.	G. T. Ry.	Warwick, 20 m.	Wolfe.	Wolfe.	75	168
Sandy Bay, P. O. and Tel. Sta.	River St. Lawrence.	Metis, 9 m.	McNider.	Rimouski.	250	168
Sandy Beach, P. O.	River St. Lawrence.	Gaspé Basin, 4 m.	Douglasville.	Gaspé.	90	172
Sault au Cochon.	River St. Lawrence.	Tadoussac, 60 m.	Tadoussac.	Saguenay.	168	168
Sault aux Moutons (Les Escoumains P. O.).	River St. Lawrence.	Tadoussac, 35 m.	Iberville.	Saguenay.	140	168
Sault au Récollet, P. O.	River Ottawa.	Montréal, 7 m.	Montréal.	Hochelega.	650	148
Savage's Mills, P. O.	Cent. Vt. Ry (Nor. Div.).	Lennoxville, 16 m.	Shefford.	Shefford.	90	152
Sawyer's Mills, P. O.	G. T. Ry & M. V. Ry.	Lennoxville, 31 m.	Newport.	Compton.	175	166
Scottown.	G. T. Ry.	Lennoxville, 31 m.	Dutton.	Compton.	166	166
Settlington, P. O.	G. T. Ry.	Rivière Ouelle, 20 m.	Settlington.	Charlevoix.	900	169
Seven Islands (Be. Maria P. O.).	River St. Lawrence.	Papineauville, 18 m.	Hartwell.	Ottawa.	50	163
Sevigny, P. O.	River Ottawa.	St. Rose.	Abercrombie.	Terrebonne.	175	148
Shawbridge.	River St. Maurice.	Three Rivers, 23 m.	Shawenegan.	St. Maurice.	350	152
Shawenegan, P. O.	River Ottawa.	Fort William, 2 m.	Shawenegan.	Pontiac.	162	162
Shenandoe, P. O.	Cent. Vt. Ry (Nor. Div.).	Granby, 6 m.	Shenandoe.	Shenandoe.	152	152
Sherrington, P. O.	G. T. Ry (M. L. & P. L.).	Hughes, 24 m.	Sherrington.	Sherbrooke.	4432	152
Shigawake, P. O. and Tel. Sta.	G. T. Ry.	Percé, 55 m.	Shigawake.	Napierville.	400	148
Shipton (Denison's Mills P. O.).	G. T. Ry.	Danville, 3 m.	Shipton.	Bonaventure.	225	173
				Richmond.	250	169

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SEE PAGE
Shoolbred, P. O.	River Restigouche		Shoolbred	Bonaventure	175	172
Shrewsbury, P. O.	River Ottawa	Carillon, 15 m.	West Gore	Argenteuil		148
Signay	Lake St. John		Signay	Chicoutimi	50	164
Six Mile Cross, (Anderson Corners P. O.)	G. T. Ry.	Coteau Landing, 18 m.	Huehlinbrook	Huntingdon	180	148
Six Portages, P. O.	River Gatineau		Bouchette	Ottawa	125	163
Smith's Mills, P. O. & Ry Sta.	M. V. Ry.	Stanstead, 3 m.	Stanstead	Stanstead	90	152
Soixante, P. O., Tel. & Ry Sta.	G. T. Ry.	St. Hyacinthe, 9 m.	LaPrésentation	St. Hyacinthe	225	152
Somerses, P. O. & Tel. Sta.	G. T. Ry.		Somerses	Megantic	1200	167
Sorel, P. O. & Tel. Sta.	River St. Lawrence		Sorel	Richelieu	5636	152
South Byrneston, P. O.	M. V. Ry.	Stanstead, 6 1/2 m.	Barnston	Stanstead	140	152
South Bolton, P. O. & Tel. Sta.	S. E. Ry.	Emerson, 16 m.	Bolton	Brome	125	152
South Durham, P. O.	G. T. Ry.		Durham	Drummond		152
South Ely, P. O.	Cent. Vt. Ry.	Waterloo, 17 m.	Ely	Shefford	125	152
South Granby, P. O.	Cent. Vt. Ry. (Nor. Div.)	Granby, 6 m.	Granby	Shefford	90	162
South Ha a P. O.	G. T. Ry.	Denison's Mills, 23 m.	South Ham	Wolfe	293	162
South Hinchinbrooke, Tel. Sta. (Helena P. O.)	G. T. Ry.	Lancaster, 16 m.	Godmanchester	Huntingdon	400	148
South Quebec, P. O., Tel. & Ry Sta.	G. T. Ry.		Lau on	Lévis	3000	160
South Roxton, P. O.	G. T. Ry.	Acton Vale, 14 m.	Rox on	Shefford		152
Spencer Cove, P. O.	River St. Lawrence	Quebec, 5 m.	St. Colomb de Sillery	Quebec	21	160
Ste. Adèle (Grand Pabos P. O.)	Baie des Châteaus		Pabos	Gaspé	150	172
Ste. Adolphe	River St. Lawrence	Quebec, 30 m.	Beaupré	Montmorency	300	160
Ste. Aimé, P. O.	River Yamaska		St. Aimé	Richelieu	3150	152
Ste. Alban, P. O.	River St. Lawrence	Portneuf, 10 m.	St. Alban	Portneuf	1665	160
Ste. Albert de Warwick, P. O.	G. T. Ry.	Arthabaska, 9 m.	Warwick	Arthabaska	371	152
Ste. Alexandre, P. O. & Ry Sta.	G. T. Ry.		St. Alexandre	Kamouraska	250	174
Ste. Alexandre, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)		Sabrevois	Iberville	800	152
Ste. Alexis, P. O.	St. L. & I. Ry.	Joliette, 12 m.	St. Sulpice	Montenm.	1365	148
Ste. Alexis (Avignon P. O.)	River Richelieu	Matapédia, 4 m.	Matapédia	Bonaventure		172
Ste. Alphonsé, P. O.	St. L. & I. Ry.	Rawdon, 12 m.	St. Alphonsé	Joliette	400	148
Ste. Ancelet, P. O.	River St. Lawrence		St. Ancelet	Rimouski	1173	168
Ste. André (Rang)	Lake St. Peter	Berthier, 8 m.	St. Bartholém.	Berthier		148
Ste. André, P. O. & Ry Sta.	G. T. Ry.		St. André	Kamouraska	250	174
Ste. André Avelin, P. O.	River Ottawa	Papineauville, 9 m.	Potite Nation	Ottawa	250	161
Ste. André d'Acton, (Acton Vale P. O., Tel. & Ry Sta.)	G. T. Ry.		Acton	Bagot	500	152
St. Andrews, P. O. and Tel. Sta.	River Ottawa	Carillon, 24 m.	Argenteuil	Argenteuil	1000	148
St. Anicet, P. O.	River St. Lawrence		St. Anicet	Huntingdon	550	148
St. Anselme, P. O.	G. T. Ry.	St. Henri, 9 m.	St. Anselme	Dorchester	700	160
St. Antoine, P. O.	River Richelieu		St. Antoine	Verchères	1663	148
St. Antoine (St. Maurice P. O.)	G. T. Ry. (St. L. & P. L.)	Hemmingford, 15 m.	St. Augustin	Châteauguay	200	148
St. Antoine de Tilly, P. O.	G. T. Ry.	Black River, 12 m.	Tilly	Lotbinière	600	160
St. Antonin, P. O.	G. T. Ry.	Rivière du Loup, 7 1/2 m.	Witworth	Temiscouata	150	169
St. Apollinaire, P. O.	G. T. Ry.	Black River, 5 m.	Gaspé	Lotbinière	400	160
St. Armand Centre, P. O.	Cent. Vt. Ry. (Nor. Div.)	St. Armand, 7 m.	St. Armand East	Missisquoi	100	152
St. Armand Station, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)		St. Armand	Missisquoi	300	152
St. Arsène, P. O.	I. Ry.	Rivière du Loup, 8 m.	St. Arsène	Temiscouata	800	169
St. Aubert, P. O.	G. T. Ry.	St. Jean Port Joli, 2 m.	St. Aubert	L'Islet	250	160
St. Augustin	Gulf St. Lawrence		Cap Rosiers	Gaspé		172
St. Augustin de Quebec, P. O.	River St. Lawrence	Quebec, 15 m.	Portneuf	Portneuf	200	160
St. Augustin (Deux Montagnes P. O.)	River Ottawa	St. Eustache, 7 m.	St. Augustin	Two Mountains	200	148
St. Barnabé (St. Maurice P. O.)	River St. Lawrence	Yamachiche, 12 m.	Robert (Sief.)	St. Maurice	500	150
St. Barnabé (River Yamaska P. O.)	G. T. Ry.	St. Hyacinthe, 9 m.	St. Barnabé	St. Hyacinthe	1639	152
St. Bartholém., P. O.	River St. Lawrence	Berthier, 10 m.	York	Berthier	800	148
St. Basile, P. O.	River St. Lawrence	Portneuf, 7 m.	Auteuil	Portneuf	300	160
St. Basile le Grand, P. O.	G. T. Ry.	St. Bruno, 4 m.	Chambly	Chambly		148
Ste. Beatrice, P. O.	St. L. & I. Ry.	Joliette, 16 m.	Pailletout	Joliette	927	148
Ste. Benoît, P. O.	River Ottawa	Pointe aux Anglaises, 7 m.	Two Mountains	Two Mountains	148	
Ste. Bernard, P. O.	G. T. Ry.	St. Henri, 18 m.	St. Etienne	Dorchester	600	160
Ste. Blandine	St. L. & I. Ry.	Ste. Écile du Bio, 12 m.	Macpess	Rimouski		168
Ste. Bonaventure d'Upton, P. O.	S. E. Ry. (Sorel Br.)	Drummondville, 7 m.	Upton	Drummond	1144	152
Ste. Boniface (Shawmogan P. O.)	River St. Lawrence	Three Rivers, 23 m.	Shawmogan	St. Maurice	250	152
Ste. Bruno Station, P. O., Tel. & Ry Sta.	G. T. Ry.	P. O. 1 1/2 m. from Sta.	Montarville	Chambly	309	148
Ste. Cajeat (Armagh P. O.)	G. T. Ry.	St. Valier, 24 m.	Armagh	Bellechasse	300	160
St. Camille, P. O.	G. T. Ry.	Danville, 17 m.	St. Camille	Wolfe	606	166
St. Canut, P. O.	River Ottawa	Pointe aux Anglaises, 19 m.	Two Mountains	Two Mountains	645	148
St. Casimir, P. O.	River Ste. Anne	Ste. Anne de la P. 6 m.	St. Casimir	Portneuf	350	160
Ste. Catherine, P. O.	River St. Lawrence	Pointe aux Trembles, 10 m.	Fossambault	Portneuf	150	160
Ste. Cécile du Bio (See Bio)	Int. Ry.		Bie	Rimouski	400	169
Ste. Cécile de Valleyfield (See Valleyfield)	Beauharnois Canal		Beauharnois	Beauharnois		149
Ste. Cécile de Milton (See Milton)	Cent. Vt. Ry. (Nor. Div.)	Granby, 9 m.	Milton	St. Eofford	100	152
St. Célestin, P. O. & Tel. Sta.	G. T. Ry.		St. Célestin	Nicolet	600	152
St. César, P. O.	M. & Chamb. Ry.	St. Marie, 9 m.	St. Céaire	Rouville	937	152
St. Charles, River Boyer, P. O., Tel. & Ry Sta.	G. T. Ry.		Beaumont	Bellechasse	400	160
St. Charles de Stanbridge	Cent. Vt. Ry. (Nor. Div.)	Des Rivières Sta., 3 1/2 m.	Stanbridge	Missisquoi	280	152
St. Charles, P. O. and Tel. Sta.	River Richelieu		St. Charles	St. Hyacinthe	800	152
Ste. Claire, P. O.	G. T. Ry.	St. Henri, 15 m.	Ste. Claire	Dorchester	600	160
Ste. Clotilde, P. O.	G. T. Ry.	River Rouge, 5 m.	Soulanges	Soulanges	1057	148
St. Colombe (Sillery Cove P. O.)	G. T. Ry.	Arthabaska, 18 m.	Horton	Arthabaska	371	152
St. Columbin, P. O.	River St. Lawrence	Quebec, 3 m.	Sillery	Quebec	3500	16
St. Côme, P. O.	River Ottawa	Carillon, 20 m.	Two Mountains	Two Mountains	676	148
St. Constant, P. O.	St. L. & Ind. Ry.	Joliette, 30 m.	Cathcart	Joliette	300	148
Ste. Croix, P. O.	River St. Lawrence	Laprairie, 6 m.	St. Constant	Laprairie	1898	148
St. Cuthbert, P. O.	G. T. Ry.	McClod, 15 m.	Ste. Croix	Lotbinière	750	160
St. Cyrille, P. O.	River St. Lawrence	Berthier, 7 m.	Berthier	Berthier	3122	148
St. Damase, P. O.	River Saguenay		Kenogami	Chicoutimi		164
St. Denis, P. O.	G. T. Ry.	L'Islet, 7 m.	Lesard	L'Islet	150	160
St. Denis de la Boutillerie, P. O. & Ry Sta.	G. T. Ry.	St. Hyacinthe, 7 1/2 m.	St. Hyacinthe	St. Hyacinthe	2345	152
St. Didace, P. O.	River St. Lawrence	Berthier en haut, 27 1/2 m.	Brandon	Berthier	100	148
St. Dominique, P. O.	River Richelieu		St. Denis	St. Hyacinthe	2163	152
St. Dominique des Cèdres, P. O.	G. T. Ry.		Laboulièrie	Kamouraska	980	174
St. Dominique de Newport	G. T. Ry.	Berthier, 17 m.	Lamoulière	Maskmongs	2000	152
St. Douc (L. Luce P. O.)	G. T. Ry.	St. Hyacinthe, 7 m.	Desaulles	Bagot	280	152
St. Dorothée, P. O.	G. T. Ry.	St. Dominique Sta., 2 m.	Soulanges	Soulanges	190	148
St. Dunstan (Lake Beauport P. O.)	Baie des Châteaus		Newport	Bonaventure		173
St. Edouard (River Bois Claire P. O.)	River St. Lawrence	Montreal, 15 m.	Thivierge	Rimouski	819	160
St. Edouard (Frampton P. O.)	River St. Lawrence	Quebec, 13 m.	Isle Je-us	Laval	989	148
St. Edouard, P. O.	River St. Lawrence	Lotbinière, 3 1/2 m.	Beauport	Quebec	70	160
Ste. Edwige, P. O.	G. T. Ry.	St. Jean Chrysostôme, 23 m.	Lotbinière	Lotbinière	300	160
St. Elis, P. O.	G. T. Ry. (St. L. & P. L.)	La Pigeonnière, 6 m.	Frampton	Dorchester	144	160
Ste. Elisabeth, P. O.	G. T. Ry.	Compton, 8 m.	Le Sille	Napierville	600	148
St. Elzéar, P. O.	River St. Lawrence	R. du Loup en haut, 24 1/2 m.	Clifton	Compton	50	166
St. Ephrem de Tring, P. O.	River St. Lawrence	Berthier, 9 m.	Caxton	St. Maurice	550	152
St. Ephrem d'Upton	River St. Lawrence	Isle Verle, 8 m.	St. Elizabeth	Berthier	400	148
Ste. Epiphane (Viger P. O.)	G. T. Ry.	Black River, 20 m.	St. Eloi	Temiscouata	1134	169
St. Esprit, P. C. & Tel. Sta.	G. T. Ry.	Somerses, 42 m.	St. Elcar	Beauce	500	167
St. Etienne des Grés, P. O.	G. T. Ry.		Ting	Beauce	200	167
St. Etienne de Beauharnois, P. O.	G. T. Ry.		Upton	Bagot	350	152
St. Eustache, P. O. & Tel. Sta.	I. Ry.	Green River, 11 m.	Viger	Temiscouata	1637	160
St. Evariste de Forsyth, P. O.	River St. Lawrence	L'Assomption, 10 m.	St. Esprit	Montenm.	1337	148
St. Fabien, P. O.	River St. Lawrence	Three Rivers, 15 m.	St. Maurice	St. Maurice	300	152
St. Felix de Valois, P. O.	Lake St. Louis	Beauharnois, 5 m.	Beauharnois	Beauharnois	1097	148
	G. T. Ry.	Montreal, 21 m.	St. Eustache	Two Mountains	859	148
	G. T. Ry.	Somerses, 45 m.	Forsyth	Beauce	160	167
	River St. Lawrence		Rioux	Rimouski	250	169
	St. L. & Ind. Ry.	Joliette, 12 m.	St. Félix	Joliette	800	148

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIORY.	COUNTY.	POPULATION.	SEE PAGE
St. Férol, P. O.	River St. Lawrence	Quebec, 30 m.	Beaupré.	Montmorency	993	160
St. Fédor, P. O.	G. T. Ry.	St. Faslhal, 20 m.	Mt. Murray.	Charlevoix	813	174
St. Flavie, P. O. and Tel. Sta.	Int. Ry.		Lepage.	Rimouski	430	169
St. Flavien, P. O.	G. T. Ry.	Mathot's Mills, 4 m.	Les Dames Uraulines.	Lotbinière	300	160
St. Flore, P. O.	River St. Maurice.	Shawenagan, 12 m.	Cap de la Magdeleine.	Champlain	200	152
St. Foye, P. O.	River St. Lawrence.	Quebec, 5 m.	Quebec.	Quebec	1625	160
St. François d'Orléans, P. O.	River St. Lawrence.		Island of Orleans.	Montmorency	600	160
St. François de la Beauce, P. O.	River Chaudière.	Quebec, 54 m.	St. François.	Beauce	500	167
St. François du Lac, P. O. & Tel. Sta.	River St. Francis.		St. François.	Yamaska	800	152
St. François du Sud, P. O. & Tel. Sta.	G. T. Ry.		St. Valier.	Montmagny	1613	160
St. François de Sales, P. O.	River Ottawa.	Montreal, 16 m.	Isle Jésus.	Laval	864	148
St. François Xavier.	River St. Lawrence.		St. Paul's Bay.	Charlevoix	175	174
St. Frédéric, P. O.	G. T. Ry.	Black River, 30 m.	Beauce.	Beauce	500	167
St. Fulgence (L'Anse au Foin P. O.).	River Saguenay.	Chicoutimi, 10 m.	Tremblay.	Chicoutimi	60	164
St. Gabriel.	Rimouski, 18 m.		Flouriant.	Rimouski	100	168
St. Gabriel de Brandon, P. O.	River St. Lawrence.	Berthier en haut, 21 m.	Lamandière.	Berthier.	600	148
St. George, Beauce, P. O.	G. T. Ry.	Quebec, 60 m.	Beauré.	Beauré	400	167
St. George de Windsor, P. O.	G. T. Ry.	Danville 10 m.	Windsor.	Richmond	1094	152
St. Germain de Grantham, P. O.	S. E. Ry. (Sor. Br.).	Drummondville, 41 m.	Grantham.	Drummond	130	152
St. Germain, P. O.	G. T. Ry.	St. Charles, 5 m.	Beloeil.	Beloeil	830	160
St. Gertrude, P. O.	G. T. Ry.	Three Rivers, 15 m.	Bellefeuille.	Nicolet	350	152
St. Giles, P. O.	G. T. Ry.	Craig's Road, 9 m.	Beauvillage.	Lotbinière	300	160
St. Grégoire, P. O. & Tel. Sta.	G. T. Ry. (Ar. & T.R. Div.).	11 m. from Sta.	St. Grégoire.	Nicolet	600	152
St. Grégoire le Grand, (Mount Johnson P. O.).	Cont. Vt. Ry. (Nor. Div.).	St. Johns, 6 m.	Monnoir.	Iberville	450	152
St. Guillaume d'Upton, P. O. & Tel. Sta.	G. T. Ry.	Upton, 7 m.	St. Guillaume.	Yamaska	400	152
St. Hélène de Bagot, P. O.	G. T. Ry.	Upton, 7 m.	St. Hélène.	Bagot.	100	152
St. Henri de Lauzon, P. O. & Tel. Sta.	G. T. Ry.	St. Henri Sta., 31 m.	Lauzon.	Levis	500	160
St. Henri Station, P. O. & Ry Sta.	G. T. Ry.		Lauzon.	Levis	50	160
St. Hermas, P. O.	Lake Two Mountains.		St. Hermas.	Two Mountains.	1307	148
St. Hilaire Village, P. O.	G. T. Ry.		Rouville.	Rouville	300	152
St. Hilaire Mountain (Mont' St. Hilaire P. O.).	G. T. Ry.	St. Hilaire Sta., 3 m.	Rouville.	Rouville	200	152
St. Hilaire Station, P. O., Tel. & Ry Sta.	G. T. Ry.		Rouville.	Rouville	30	152
St. Hippolyte de Kilkenny, P. O.	River Ottawa.	St. Jérôme, 16 m.	Kilkenny.	Montcalm	200	148
St. Honoré, P. O.	G. T. Ry.	Beaucourt, 50 m.	Shrley.	Beauce	100	167
St. Honoré (Armand P. O.).	River St. Lawrence.	Rivière du Loup, 24 m.	Armand.	Témiscouata.	100	169
St. Hubert, P. O., Tel. & Ry Sta.	G. T. Ry.		Longueuil.	Chambly	250	148
St. Hyacinthe, P. O., Tel. & Ry Sta.	G. T. Ry.	St. Hyacinthe, 14 m.	Ramsey.	Bagot.	500	152
St. Ignace (Lorette P. O.).	G. T. Ry.	Quebec, 10 m.	St. Hyacinthe.	St. Hyacinthe	3746	152
St. Idore, Dorchester, P. O.	River St. Lawrence.	St. Henri, 12 m.	St. Ignace.	Quebec	100	148
St. Idore, Laprairie, P. O. & Ry Sta.	G. T. Ry. (M. L. & Prov. L.)		Lauzon.	Dorchester.	630	160
St. Jacques l'Acquin, P. O.	River St. Lawrence.	L'Assomption, 13 m.	Grey Nuns.	Laprairie	800	148
St. Jacques le Mineur, P. O.	G. T. Ry. (M. St. J. & R. P.).	Lacadie, 5 m.	St. Jacques.	Montcalm	800	148
St. Janvier, P. O. & Tel. Sta.	G. T. Ry.	Montreal, 26 m.	De Léry.	Laprairie	1300	148
St. Jean d'Orléans.	River St. Lawrence.	Quebec, 22 m.	St. Thérèse de Blainy.	Toronto	400	148
St. Jean Baptiste de Montreal, P. O. & Tel. Sta.	G. T. Ry.	Quebec, 22 m.	Island of Orleans.	Montmorency	1436	150
St. Jean Baptiste de Rouville, P. O.	G. T. Ry.	Montreal, 1 m.	St. Louis.	Chicoutimi	400	148
St. Jean-Christophe, Châteauguay, P. O.	G. T. Ry. (M. L. & Prov. L.)	St. Henri, 6 m.	St. Louis.	Chicoutimi	1000	152
St. Jean-Christophe, Lévis, P. O. & Ry Sta.	G. T. Ry.	St. Henri, 6 m.	Châteauguay.	Châteauguay	300	160
St. Jean de Dieu, (Bégon P. O.).	River St. Lawrence.	Trois Pistoles, 12 m.	Lauzon.	Levis	300	160
St. Jean Deschêvrons, P. O.	River St. Lawrence.	Battisane, 10 m.	Byron.	Témiscouata.	100	169
St. Jean de Matha, P. O.	River L'Assomption.	Joliette, 21 m.	Deschêvrons.	Lotbinière	400	160
St. Jean Port Joli, P. O., Tel. & Ry Sta.	G. T. Ry.		De Rumay.	Joliette.	400	148
St. Jérôme.	River St. Lawrence.		Port Joli.	L'Islet	400	160
St. Jérôme, P. O. and Tel. Sta.	G. T. Ry.	Montreal, 23 m.	Matane.	Rimouski	168	168
St. Jérôme du Lac St. Jean.	River Saguenay.	Chicoutimi, 53 m.	St. Jérôme.	Toronto	1159	148
St. Joachim.	River St. Lawrence.		Caron.	Chicoutimi	120	164
St. Jean de Shefford, P. O.	Cont. Vt. Ry. (Nor. Div.).	Waterloo, 9 m.	Montmorency.	Beaupré	923	160
St. John, P. O., Tel. and Ry Sta.	G. T. & C. Vt. & S. E. C. Ry.		Roxton.	Shelford.	152	152
St. Joseph.	River St. Lawrence.		Barony of Longueuil.	St. Johns.	3022	148
St. Joseph de Beauce, P. O.	G. T. Ry.	Somerset, 45 m.	Gaspé Bay North.	Casé	172	172
St. Joseph de Lévis (Lauzon P. O.).	G. T. Ry.	Pointe Lévis, 24 m.	Flury.	Beauce	450	167
St. Joseph du Lac, P. O.	G. T. Ry.	St. Eustache, 8 m.	Lauzon.	Levis	1847	160
St. Jude P. O.	G. T. Ry.	St. Hyacinthe, 13 m.	Two Mountains.	Two Mountains	1292	148
St. Justin, P. O.	Lake St. Peter.	Maskinongé, 2 m.	St. Jude.	St. Hyacinthe	600	152
St. Lambert, P. O. & Ry Sta.	G. T. Ry.		Carufel.	Maskinongé	228	152
St. Lambert de Lauzon, P. O.	G. T. Ry.		Chambly.	Chambly	400	148
St. Laurent de Montreal, P. O.	G. T. Ry.	St. Jean-Christophe, 12 m.	Lauzon.	Levis	400	160
St. Laurent d'Orléans.	River St. Lawrence.	Montreal, 7 m.	Montreal.	Jacques-Cartier	500	148
St. Lazare, P. O.	Quebec, 14 m.		Island of Orleans.	Montmorency	500	160
St. Leon (Stamford P. O.).	G. T. Ry.	St. Charles, 11 m.	Taschereau.	Bellechasse	300	160
St. Léon, P. O.	G. T. Ry.	St. Jean-Christophe, 33 m.	Standon.	Dorchester.	250	160
St. Léonard, P. O.	River St. Lawrence.	Rivière du Loup en haut, 3 m.	Grandpierre.	Maskinongé	400	152
St. Léonard, P. O. & Ry Sta.	G. T. Ry.	Bulstrode, 10 m.	Nicolet.	Nicolet	747	152
St. Lévis, P. O.	G. T. Ry.	Joliette, 9 m.	St. Liboire.	Bagot.	150	152
St. Louis, P. O. & Tel. Sta.	St. L. & I. Ry.	Terrbonne, 12 m.	Burdon.	Montcalm	148	148
St. Louis de Blandford, P. O.	G. T. Ry.	St. Michel, 8 m.	L'Assomption.	L'Assomption	800	148
St. Louis de Gonzague, P. O.	River St. Lawrence.	Beauharnois, 10 m.	Blandford.	Arthabaska	150	152
St. Louis de Hull.	G. T. Ry.	Rivière du Loup, 35 m.	Godmanchester.	Beauharnois	60	148
St. Louis de Mantawa (St. Zénon P. O.).	St. L. & Ind. Ry.	Joliette, 57 m.	Lac Témiscouata.	Témiscouata.	169	169
St. Luc-Vincennes (P. O.).	G. T. Ry.	Three Rivers, 15 m.	St. Louis de Mantawa.	Joliette.	150	14
St. Luc, P. O.	G. T. Ry.	St. Johns, 6 m.	Champlain.	Champlain	100	152
St. Michel.	Lake St. John.	Chicoutimi, 60 m.	Longueuil.	St. Johns.	800	148
St. Michel (Est-Faulmont P. O.).	G. T. Ry.	Quebec, 60 m.	Roberval.	Chicoutimi	70	161
St. Marie (P. O.).	G. T. Ry.	St. Henri, 20 m.	Frémont.	Dorchester.	1108	160
St. Marie de la Beauce (Beauce P. O.).	G. T. Ry.	Coaticook, 30 m.	Auckland.	Compton.	250	160
St. Marie de la Rivière (Berthier P. O.).	River Richelieu.		St. Mars.	Vercheres.	600	148
St. Marie de la Rivière (Beauce P. O.).	G. T. Ry.	St. Hyacinthe, 15 m.	St. Marcel.	Richelieu	1222	152
St. Martin, P. O. & Tel. Sta.	St. Charles & S. Ry.		Saguenay.	Saguenay	1000	167
St. Mathias, P. O.	G. T. Ry.	Montreal, 12 m.	Monnoir.	Beauce	1000	167
St. Mathieu, P. O.	River Richelieu.		Isle Jésus.	Laval	2747	148
St. Mathieu, P. O.	Int. Ry.	St. Simon, 3 m.	Est Chamby.	Rouville	280	152
St. Maurice, P. O.	River St. Lawrence.	Three Rivers, 11 m.	St. Mathieu.	Rimouski	890	160
St. Maurice Forges, P. O.	River St. Lawrence.	Three Rivers, 8 m.	Cap de la Magdeleine.	Champlain	250	152
St. Michel-Archangel, T. & R. S. (LaFiguère P. O.).	G. T. Ry. (M. L. & P. L.).		St. Etienne.	St. Maurice	300	152
St. Michel, P. O.	G. T. Ry.	Levis, 15 m.	Lacolle.	Napierville	600	148
St. Modeste, P. O.	G. T. Ry.	Rivière du Loup en bas, 9 m.	Lodurantie.	Bellechasse	700	160
St. Moise, P. O.	Int. Ry.	St. Flavie, 18 m.	Wentworth.	Témiscouata	1124	169
St. Norbert, P. O. & Tel. Sta.	River St. Lawrence.	Batiscan Bridge, 9 m.	Cabot.	Rimouski	100	168
St. Nicholas, P. O. & Tel. Sta.	G. T. Ry.	Craig's Road, 4 m.	Champlain.	Champlain	1459	152
St. Norbert (Est-Arthabaska P. O.).	G. T. Ry.	Stantford, 5 m.	Lauzon.	Levis	600	160
St. Norbert, P. O.	River St. Lawrence.	Berthier en haut, 13 m.	Arthabaska.	Arthabaska	400	152
St. Osmare, P. O.	Int. Ry.	Metis, 3 m.	St. Norbert.	Berthier	200	152
St. Osmare, P. O.	G. T. Ry.	St. Anne, 41 m.	Metis.	Rimouski	100	168
St. Ours, P. O.	River Richelieu.		Iaworth.	Kamouraska.	200	174
St. Pauline, P. O.	G. T. Ry.	Rivière Ouelle, 11 m.	St. Ours.	Richelieu	701	152
St. Pauline de la Rivière (P. O.).	G. T. Ry.	Cap St. Ignace, 30 m.	La Boutellierie.	Kamouraska	300	174
St. Paul de Châteauguay, P. O.	G. T. Ry.	Warwick, 6 m.	Dionne.	L'Islet	70	160
St. Paul de Châteauguay, P. O.	G. T. Ry.	Warwick, 6 m.	Kamouraska.	Kamouraska	700	174
St. Paul de Châteauguay, P. O.	G. T. Ry.	Warwick, 6 m.	West Lenoir.	Arthabaska	250	152
St. Paul de Châteauguay, P. O.	G. T. Ry.	St. Pierre, 15 m.	Montmagny.	Montmagny	200	160
St. Paul de Montmagny (St. Paul du Baton P. O.).	St. L. & I. Ry.	Joliette, 8 m.	Lauzon.	Joliette	1043	148

NAME OF PLACE, ETC.	NAME OF RIVER.	NEAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNORY.	COUNTY.	POPULATION.	SER. PAGE.
St. Paulin, P. O.	R. ver St. Lawrence	Rivière du Loup en haut, 15 m.	Hunterstown.	Maskinongé.	200	152
St. Paul l'Hermitte, P. O.	River L'Assomption		Repentigny.	L'Assomption.	450	148
St. Paul & Bay, P. O.	R. ver St. Lawrence		Beauport.	Charlevoix.	3623	174
St. Perpetue, P. O.	G. T. Ry.	St. Célestin, 9 m.	St. Perpetue.	Nicolet.		152
St. Perpetue (Vaillancourt P. O.)	G. T. Ry.	Trois Saumons, 18 m.	Lafontaine.	L'Islet.		160
St. Philippe, P. O.	River St. Lawrence	Laprairie, 6 m.	Laprairie.	Laprairie.	300	148
St. Philippe de Nery, P. O.	G. T. Ry.	St. Denis, 3 1/2 m.	Kamouraska.	Kamouraska.	991	174
St. Philppe d'Argenteuil, P. O.	River Ottawa	Cardon, 6 m.	Chatham.	Argenteuil.	300	148
St. Pie, P. O.	G. T. Ry.	St. Hyacinthe, 11 m.	St. Pie.	Bagot.	600	153
St. Pie de Guérou (R. aux Vaches P. O.)	S. E. Ry. (Sorel Br.)	River David, 7 m.	DeGuire.	Yamaska.	225	152
St. Pierre	River St. Lawrence		Côte Beauport.	Charlevoix.		174
St. Pierre Baptiste, P. O.	G. T. Ry.	Somersot, 7 m.	Inverness.	Megantic.		167
St. Pierre de Broughton (Broughton P. O.)	G. T. Ry.	Somersot, 36 m.	Broughton.	Beauce.	200	167
St. Pierre d'Orléans, P. O.	River St. Lawrence	Quebec, 9 m.	Ile d'Orléans.	Montmorency.	1109	160
St. Pierre Montmagny, P. O., Tel. and Ry Sta.	G. T. Ry.	Batiscan, 4 m.	Rivière du Sud.	Montmagny.	350	160
St. Pierre les Bequets, P. O.	River Ottawa	St. Paul's Bay, 9 m.	St. Pierre les Bequets	Nicolet.	500	152
St. Placide, P. O.	River St. Lawrence	Coteau Landing, 5 m.	Two Mountains.	Two Mountains.	250	148
St. Placide (Chabivau P. O.)	G. T. Ry.		New Longueuil.	Charlevoix.	400	174
St. Polycarpe, P. O.	L. ke St. John.	Batiscan, 10 m.	Ashuapmouchouan.	Soulanges.	500	148
St. Prmo, P. O.	River St. Lawrence	St. Vallier, 7 m.	St. P. o-per.	Chicoutimi.		164
St. Prosper, P. O.	G. T. Ry.	Pointe aux Trembles, 14 m.	St. Michel.	Champlain.	120	152
St. Raptuel East, P. O.	River St. Lawrence		Bourg Louis.	Bellechasse.	300	160
St. Rymond, P. O.	River St. Lawrence		St. Régis.	Portneuf.	430	160
St. Régis, P. O.	G. T. Ry.	Sorel, 9 m.	La Salle.	Portneuf.	800	148
St. René, P. O., Tel. and Ry Sta.	River St. Lawrence	L'Assomption, 11 m.	Bayeul.	Huntingdon.	831	148
St. Roch, P. O.	River Achigan, P. O.		St. Roch.	Richelieu.	250	152
St. Roch de Richelieu, P. O.	River Richelieu.		St. Roch.	L'Assomption.	400	148
St. Roch des Auais, P. O. and Ry Sta.	G. T. Ry.	Lennoxville, 46 m.	Grande Anse.	Richelieu.	800	152
St. Romane, P. O.	G. T. Ry.	Quelac, 5 m.	Windsor.	L'Ilet.	100	160
St. Romuald, Tel. Sta. (Now Liverpool P. O.)	River St. Lawrence	St. Jérôme, 12 m.	Larzon.	Compton.	150	166
St. Sauveur des Montagnes	Rivière du Nord	Des Roches Sta., 3 m.	St. Sauveur.	L'vis.	700	160
St. Sebastien, P. O.	Cent. Vt. Ry. (Nor. Div.)	Loudon on L. St. Francis, 8 m.	St. Sébastien.	Terrebonne.	300	152
St. Sébastien (Aylmer, Valleyfort P. O.)	River St. Lawrence	Three Rivers, 6 m.	Dugway.	Iberville.	300	167
St. Sever, P. O.	River St. Lawrence	Murray Bay, 18 m.	Rioux.	Beauce.	175	152
St. Simon (Port au Peul P. O.)	Ever St. Law. & Int. Ry.	St. Hyacinthe, 9 m.	De Ramsay.	St. Maurice.	175	152
St. Simon de Rimouski, P. O.	G. T. Ry.	St. Anne de la Pêraie, 8 m.	Batiscan.	Charlevoix.	350	174
St. Simon de Yamaka, P. O.	River St. Lawrence	Valleyfield, 7 m.	Ormatown.	Rimouski.	200	169
St. Stanislas de Kaska, P. O.	River St. Lawrence	St. Sulpice.	St. Sulpice.	Bagot.	250	152
St. Sulpice, P. O.	G. T. Ry.	St. Charles Mills, 18 m.	St. Gilles de Beauvillage	Champlain.	300	152
St. Sylvester, P. O.	G. T. Ry.	St. Charles Mills, 21 m.	Acton.	Beauharnois.	400	160
St. Theodora d'Acton, P. O.	G. T. Ry.	Joliette, 24 m.	Chertsey.	L'Assomption.	150	160
St. Theodora de Chertsey, P. O.	St. L. & Ind. Ry.		Lanoraie.	Lotbinière.	1236	152
St. Thomas East, P. O. and Ry Sta.	St. L. & Ind. Ry.		Rivière du Sud.	Bagot.	200	148
St. Thomas, P. O., Tel. & Ry Sta. (Montmagny P. O.)	River St. Francis	Beauharnois, 9 m.	Pierreville.	Montmagny.	1572	160
St. Thomas, Tel. Sta. (Pierreville P. O.)	River St. Lawrence	St. Anne de la Pêraie, 20 m.	St. Timothée.	Yamaska.	1229	152
St. Timothée, P. O.	River St. Lawrence	Cap Rouge, 3 m.	Batiscan.	Beauharnois.	400	148
St. Tito, P. O.	River St. Lawrence	Deschambault, 4 m.	Beauport.	Charlevoix.	150	152
St. Tito des Caps, P. O.	River St. Lawrence	St. Paul's Bay, 9 m.	Matane.	Montmorency.	663	160
St. Ubaldie (St. Cosmire P. O.)	River St. Lawrence	St. Ildore, 6 m.	Beauport.	Portneuf.	70	160
St. Ulric (Lesseville P. O.)	River St. Lawrence	St. Ildore, 6 m.	Beauport.	Rimouski.	150	168
St. Urban, P. O.	River St. Lawrence	St. Ildore, 6 m.	Beauport.	Charlevoix.	885	174
St. Urban, P. O.	G. T. Ry. (M. L. & P. L.)	Stottville, 3 m.	Lery.	Chateaugay.	1666	148
St. Valentin, P. O.	G. T. Ry. (M. S. St. J. & R. P.)	Arthabaska, 6 m.	Miltrode.	St. Johns.	2148	148
St. Valer de Bulstrode, P. O.	G. T. Ry.	Upton, 5 m.	Bulstrode.	Arthabaska.	120	152
St. Valer, P. O.	G. T. Ry.	Somersot, 48 m.	St. Valer.	Stefford.	75	152
St. Vallier, P. O.	G. T. Ry.	Montreal, 11 m.	Isle Jesus.	Bellechasse.	330	160
St. Vallier Station, P. O., Tel. & Ry Sta.	G. T. Ry.	Aston, 4 m.	Aston.	Beauce.	300	167
St. Victor de Tring, P. O.	River des Prairies	Beithier, 46 m.	Prevost.	Laval.	1000	148
St. Vincent de Paul, P. O. and Tel. Sta.	G. T. Ry.	St. Cèle-tin, 15 m.	St. Zephirin.	Nicolet.	150	152
St. Venois, P. O.	River St. Lawrence	Coteau Landing, 3 m.	New Longueuil.	Joliette.	400	152
St. Zenon, P. O.	River St. Lawrence	St. Jérôme, 18 m.	Mille Isles.	Yamaska.	200	148
St. Zephirin, P. O.	River St. Lawrence	Metabets Mills, 8 m.	St. Croix.	Soulanges.	40	148
St. Zolique, P. O.	G. T. Ry.	Carillon, 34 m.	Boreford.	Terrebonne.	325	160
St. Zolique, P. O.	Ottawa River	Murray Bay, 10 m.	St. Murray.	Charlevoix.	2000	148
St. Agathe des Monts (Beresford P. O.)	River St. Lawrence	Dundee, 3 1/2 m.	Dundee.	Huntingdon.	123	148
St. Agnes, P. O.	Salmon River	Doucets.	St. Angèle.	Nicolet.	150	152
St. Agnes de Dundee, P. O.	G. T. Ry.	St. Flavio, 10 m.	C bot.	Rimouski.	600	152
St. Angèle de Bugot, P. O.	S. E. Ry.	Papineauville, 5 m.	Petite Nation.	Rouville.	1738	163
St. Angèle de Merici, Tel. Sta.	River Ottawa		Beauport.	Ottawa.	300	160
St. Angèle de Monnoir, P. O.	River St. Lawrence		St. Anne.	Montmorency.	1296	148
St. Angélique	G. T. Ry. & River Ottawa		St. Anne's.	Jacques Cartier.	1000	152
St. Anne	River St. Anne		Lapointe.	Champlain.	3134	174
St. Anne Bout de l'île, P. O., Tel. and Ry Sta.	G. T. Ry.		Mann.	Kamouraska.	200	172
St. Anne de la Perle, P. O. & Tel. Sta.	River St. Lawrence		St. Anne des Monts.	Gaspé.	400	148
St. Anne de la Perle, P. O., Tel. and Ry Sta.	River St. Lawrence		Belle Plaine.	Terrebonne.	200	164
St. Anne de la Perle (Cross Point P. O.)	River St. Lawrence		Tremblay.	Chicoutimi.	400	152
St. Anne des Monts, P. O.	River Ottawa		Monnoir.	Montmorency.	763	160
St. Anne des Plaines, P. O.	River Saguenay		Chateau Richer, 8 m.	Nicolet.	348	152
St. Anne du Saguenay	River St. Lawrence		Drummondville, 10 m.	Joliette.	200	148
St. Brig de P. O. and Ry Sta.	St. L. & I. Ry.		Joliette, 22 m.	Lotbinière.	260	160
St. Brigitte de Laval (Laval P. O.)	River St. Lawrence		Quebec, 18 m.	Montmorency.	834	160
St. Brigitte des Saints, P. O.	River St. Lawrence		Matane, 9 m.	Rimouski.	274	152
St. Emile de l'Énergie, P. O.	River St. Lawrence		Batiscan, 4 m.	Champlain.	672	148
St. Emile (Lecroville P. O.)	River St. Lawrence		Pointe Claire, 5 m.	Jacques Cartier.	250	160
St. Famille, P. O.	G. T. Ry.		St. Henri, 10 m.	Dorchester.	250	174
St. Falcide, P. O.	Lake Richemieu		St. Ephrem d'Upton, 7 m.	Bagot.	100	152
St. Genevieve (Batiscan P. O.)	G. T. Ry.		St. Henri, 10 m.	Dorchester.	450	160
St. Genevieve	G. T. Ry.		Coaticook, 6 m.	Stanstead.	200	160
St. Germaine (Lake Etchemin P. O.)	River Jacques Cartier		Pointe aux Trembles, 7 1/2 m.	Portneuf.		148
St. Hélène, P. O. and Ry Sta.	G. T. Ry.		St. Bruno Sta., 6 m.	Verchères.	1153	148
St. Hélène de Bugot, P. O.	G. T. Ry.		Beaucourt, 11 m.	Megantic.	300	167
St. Herédine, P. O.	River L'Assomption.		L'Assomption, 23 m.	Montcalm.	400	148
St. Hermenegilde, P. O.	G. T. Ry.		St. Henri, 61 m.	Dorchester.	150	160
St. Jeanne de Neuville	G. T. Ry.		Coteau Landing, 14 m.	Vaudreuil.	1227	148
St. Julie, P. O.	G. T. Ry.		St. Remy, 1 m.	L'Islet.	150	160
St. Julie de Somersot, P. O.	River St. Lawrence		St. Henri, 19 m.	Rimouski.	1774	172
St. Julienne, P. O.	G. T. Ry.		Terrebonne, 30 m.	Dorchester.	400	148
St. Justine (Langvin P. O.)	River Ottawa		St. Henri, 20 m.	Terrebonne.	1000	167
St. Justine, P. O.	G. T. Ry.		Coteau Landing, 13 m.	Beauce.	300	148
St. Louise, P. O.	River St. Lawrence		Caughnawaga, 13 m.	Vaudreuil.	700	148
St. Luc, P. O.	G. T. Ry.		St. Cèle-tin, 6 m.	Chateaugay.	500	152
St. Marguerite (Lac M. von P. O.)	River Chateaugay.		St. Cèle-tin, 6 m.	Nicolet.	1548	148
St. Marie (La Beauce P. O.)	G. T. Ry.		St. Hyacinthe, 4 m.	Bagot.	100	162
St. Martin, P. O.	River St. Lawrence		Montreal, 16 m.	Laval.	786	148
St. Martin, P. O.	River St. Lawrence					
St. Monique, P. O.						
St. Philomène, P. O.						
St. Rosalie, P. O.						
St. Rose, P. O.						

For explanations, names of Railroads abbreviated, etc., see page 183.

NAME OF PLACE, ETC.	NAME OF RAILWAY OR RIVER.	NAREST STATION OR PORT.	TOWNSHIP, PARISH OR SEIGNIOY.	COUNTY.	POPULATION.	SEE PAGE.
Ste. Rose de Degelée	G. T. Ry.	Rivière du Loup, 42 m.	Lac Temiscouata	Temiscouata		169
Ste. Scholastique, P. O. and Tel. Sta.	River Ottawa	St. Eustache, 6 m.	Ste. Scholastique	Two Mountains	797	148
Ste. Sophie, P. O.	River Ottawa	Terrebonne, 16 m.	Lacorne	Terrebonne	1311	148
Ste. Sophie d'Halifax, P. O.	G. T. Ry.	Somerses, 6 m.	Hillfort	Mégantic	200	167
Ste. Thérèse de Blainville, P. O. and Tel. Sta.	River Ottawa	St. Eustache, 6 m.	Blainville	Terrebonne	914	148
Ste. Ursule, P. O.	G. T. Ry.	Rivière du Loup, 54 m.	St. Basile	Maskinongé	1630	152
St. Victoire, P. O.	River St. Lawrence	Sorel, 7 m.	Sorel	Beauce	600	160
Stadacona	River St. Charles		Notre Dames des Anges	Quebec	600	160
Stanbridge East, P. O.	Cent. Vt. Ry. (Nor. Div.)	Stanbridge Sta., 6 m.	Stanbridge	Missisquoi	500	152
Stanbridge Station, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)		Stanbridge	Missisquoi	800	152
Stanbury	S. E. Ry.	West Farnham, 6 m.	Stanbridge	Missisquoi	175	152
Stanford, P. O. (Princesville) Tel. & Ry Sta.	G. T. Ry.		Stanford	Arthabaska	2500	152
Stanhope, P. O.	G. T. Ry.	Coaticook, 5 m.	Barnston	Stansfeld	80	152
Stanstead, P. O. and Tel. Sta.	G. T. Ry.	Rock Island, 14 m.	Stanstead	Stanstead	1000	152
Stanhope, P. O., Tel. & Ry Sta.	G. T. Ry. (M. L. & P. L.)	Flemmingford, 10 m.	Franklin	Huntingdon	300	148
Stockwell, P. O.	G. T. Ry. (M. L. & P. L.)	Hemmingford, 10 m.	St. Antoine	Chateauguay	100	148
Stoke Centre	G. T. Ry.	Sherbrooke, 12 m.	Stoke	Richmond	175	152
Stoketon, P. O.	G. T. Ry.	Sherbrooke, 7 m.	Stoke	Richmond	100	152
Stonefield, P. O., Tel. & Ry Sta.	C. & G. Ry.		Chatham	Argenteuil	300	148
Stoneham, P. O.	G. T. Ry.	Quebec, 18 m.	Stoneham	Quebec	450	160
Stormway, P. O.	G. T. Ry.	Lennoxville, 47 m.	Winslow	Compton	140	166
Stottville, P. O., Tel. & Ry Sta.	G. T. Ry. (M. St. J. & R. P.)		De Lery	St. Johns	250	148
Stukely (South Stukely P. O.)	S. E. Ry.	Waterloo, 6 m.	Stukely	Shefford	150	152
Stukely, P. O., Tel. & Ry Sta.	S. E. Ry.		Sutton	Brome	350	152
Steeleburgh, P. O., Tel. & Ry Sta.	S. E. Ry.		Dunsmuir	Missisquoi	300	152
Sydenham Place, P. O. and Ry Sta.	G. T. Ry.	Richmond, 12 m.	Kings	Drummond	200	152
Tadoussac, P. O.	River Saguenay		Tadoussac	Saguenay	765	165
Tannery West, P. O. & Ry Sta.	C. T. Ry.		Montreal	Hochelaga	4000	148
Temiscamingue (Northern Canada District)	Lake Temiscamingue	Mattawa, 90 m.		Pontic	300	116
Templeton, P. O., Tel. & Ry Sta.	River Ottawa		Templeton	Ottawa	200	163
Terrebonne, P. O. & Tel. Sta.	G. T. Ry.	Montreal, 16 m.	Terrebonne	Terrebonne	1050	148
Tewkesbury, P. O.	River St. Lawrence		Matane	Rimouski	150	169
Thiers, P. O.	G. T. Ry.	Quebec, 20 m.	Stoneham	Quebec	200	160
Thornby, P. O.	River Ottawa	Islandville, 30 m.	Tactford	Mégantic		167
Thorne Centre, P. O.	River Ottawa	Portage du Fort, 24 m.	Thorne	Pontiac	100	162
Three Rivers, P. O. & Tel. Sta.	River St. Lawrence	Portage du Fort, 16 m.	Thorne	St. Maurice	844	152
Thurso, P. O. & Tel. Sta.	River Ottawa		Lochaber	Ottawa	700	163
Tingwick (St. Patrick Hill P. O.)	G. T. Ry.	Warwick, 5 m.	Tingwick	Arthabaska	250	152
Tourelle	River St. Lawrence		Tourelle	Gaspé		172
Trenton, P. O.	River Saguenay	Richmond, 3 m.	Jonquière	Chicoutimi		164
Trenholmeville, P. O.	G. T. Ry.	Richmond, 44 m.	Kingsey	Drummond	150	152
Trinity Bay (Beramis P. O.)	G. T. Ry.		Saguenay	Saguenay	50	168
Trois Pistoles, P. O., Tel. & Ry Sta.	G. T. Ry.		Trois Pistoles	Temiscouata	650	169
Trois Saumons, P. O. & Ry Sta.	G. T. Ry.		St. Jean Port Joli	L. Islet	200	160
T. Out River, P. O.	River St. Lawrence	Lewis, 14 m.	Godmanchester	Huntingdon	20	148
Ulverton, P. O.	G. T. Ry.	Richmond, 8 m.	Durham	Drummond	50	152
Upper Wakefield, P. O.	River Gatineau	Ottawa, 32 m.	Wakefield	Ottawa		162
Upton, P. O., Tel. & Ry Sta. (St. Ephrem d'Upton)	G. T. Ry.		Upt n	Bigo	350	152
Villanovos, P. O.	G. T. Ry.	St. Jean Port Joli, 33 m.	Casgrain	L. Islet	70	160
Vulcartier, P. O.	G. T. Ry.	Quebec, 17 m.	St. Gabriel	Quebec	757	169
Vulcourt, P. O.	G. T. Ry.	New Durham, 13 m.	South E	Shefford	80	152
Walden, P. O. and Tel. Sta.	Beauharnois Canal		Sec. Cecile	Beauharnois	2000	148
Walden, P. O.	G. T. Ry.	Somerses, 50 m.	Aylmer	Beauce	170	162
Walden, P. O.	River St. Lawrence	Three Rivers, 15 m.	N. D. du Mont Carmel	Champlain		157
Varennes, P. O.	G. T. Ry.		Vercieres	Vercieres	561	148
Vaudreuil, P. O., Tel. & Ry Sta.	Cent. Vt. Ry. (Nor. Div.)	Des Rivières, 9 m.	Vaudreuil	Vaudreuil	1000	148

BUSINESS CARDS OF THE PATRONS OF THE ATLAS
 COMPRISING THE
PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN
 IN THE CITY OF MONTREAL.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

ADVOCATES & BARRISTERS.

ABBOTT, TAIT & WOTHERSPOON
BARRISTERS, SOLICITORS, &C.
 1st Hospital Street.
 Hon. J. J. C. Abbott, Q.C., D.C.L., M. M.
 Tait, B.C.L., Ivan Wotherspoon,
 M.A., LL.B.

AUGÉ, O.,
ADVOCATE.

Office: 63 St. Gabriel Street,
 Residence: 205 St. André Street.

ARCHAMBAULT, AMEDEV
ADVOCATE.
 53 St. James Street.

ARCHAMBAULT & Du SALABERRY
ADVOCATES.
 57 St. Gabriel Street.
 F. X. Archambault, C. L. De Salaberry.

ARCHIBALD, J. S.
ADVOCATE.
 162 St. James Street.

BARNARD, EDMUND
ADVOCATE.
 128 St. James Street.

BARRY, D., B.C.L.
ADVOCATE, BARRISTER & SOLICITOR,
(COMMISSIONER FOR ONTARIO.)
 10 St. James Street.

BENJAMIN, L. N.
ADVOCATE.
 162 St. James Street.

BERTRAND, THÉO.
ADVOCATE.
 16 St. Vincent Street.

BETHUNE & BETHUNE
ADVOCATES, ETC.,
 Merchants Exchange.
 S. Bethune, Q.C., M. Pethune, M.A., B.C.L.

BOURGOUIN, N. H.
ADVOCATE.
 Office: 29 St. Vincent Street,
 Residence: 405 Dorchester street.

BRANCHAUD, A.
ADVOCATE.
 53 St. James Street.

CARTER & KELLER,
ADVOCATES.
 155 St. James Street.

CAYLEY, M.,
ADVOCATE.
 19 St. James Street.

CHAPLEAU, Q.C., HON. J. A.
ADVOCATE & SOLICITOR GENERAL.
 16 St. James Street.
 Mousseau, Chapleau & Champagne.

CORBEIL, L. L.
ADVOCATE.
 29 St. Vincent Street.

COWAN, R. C.
ADVOCATE.
 235 St. James Street.

CROSS, LUNN, DAVIDSON & FISHER
ADVOCATES.
 Exchange Court.
 Alexander Cross, Q.C., Alexander H. Lunn,
 C. P. Davidson, Roswell C. Fisher.

CUSHING, LEMUEL
ADVOCATE.
 151 St. James Street.

DAVID, L. O.
ADVOCATE.
 and one of the Editors and Publishers of
 "Le Bien Public,"
 87 St. James Street.

DAVID, M. F.
ADVOCATE.
 31 St. Vincent Street.

DAVIDSON, L. H.
ADVOCATE.
 181 St. James Street.

DE PELLEFEUILLE & TURGEON
ADVOCATES.
 15 St. Lambert Street.

DESJARDINS, ALP.
ADVOCATE, M. P.
 Editor of "Le Nouveau Monde,"
 222 Notre Dame Street.

DESJARDINS, ARTHUR
ADVOCATE.
 Dominion Building, 53 St. James Street.

DE LORIMIER, T. & C. O.
ADVOCATES.
 6 St. James Street.

DORION & GEOFFRION
ADVOCATES.
 43 St. Vincent Street.
 V. P. W. Dorion, C. A. Geoffrion, B.C.L.

DOUTRE, DOUTRE & HUTCHENSON
SOLICITORS & BARRISTERS.
 82 St. François Xavier Street.
 J. Doutre, Q.C., G. Doutre, D.C.L.,
 M. Hutchenson, B.C.L.

DROLET, GUSTAVE A.
ADVOCATE.
 43 St. Vincent Street.

DUHAMEL & RINFRET
ADVOCATES.
 30 St. Vincent Street.
 Joseph Duhamel, Olivier Rinfret.

DUNLOP & LYMAN
ADVOCATES & SOLICITORS.
 3 Place d'Armes Hill,
 John Dunlop, B.C.L., F. S. Lyman, B.A.,
 (C.A.M.P., B.C.L.)
 (COMMISSIONERS FOR ONTARIO.)

DURAND, NEPHTALE
ADVOCATE.
 43 St. Gabriel Street.

FORAN, THOMAS P.
ADVOCATE.
 212 Notre Dame Street.

FORGET & ROY
ADVOCATES.
 10 St. James Street.
 A. E. Forget, P. H. Roy.

GRIFFIN, FREDERICK, Q. C.
ADVOCATE.
 61 St. Gabriel Street.

HARTLEY & TAYLOR
ADVOCATES AND PATENT SOLICITORS.
 41 St. John Street.
 W. B. Hartley, F.S.A., Read Taylor, B.C.L.

HOLTON, E.
ADVOCATE.
 109 St. James Street.

HUOT, LUCIEN
ADVOCATE.
 44 St. Vincent Street.

JETTÉ & BEIQUE
ADVOCATES.
 42 St. Vincent Street.
 L. A. Jetté, M. P., F. L. Bélique.

JONES & COUILLARD
BARRISTERS FOR ONTARIO AND ADVOCATES FOR QUEBEC.
 230 St. James Street.

KELLY & DORION
ADVOCATES.
 16 St. James Street.
 J. P. Kelly, P. A. A. Dorion.

KERR, LAMBE & CARTER
ADVOCATES.
 51 St. François Xavier Street.

LAFRAMBOISE, HON. M.
ADVOCATE.
 73 St. James Street.

LAFLAMME, HUNTINGTON, MONK & LAFLAMME,
ADVOCATES.
 42 St. James Street.
 R. Laflamme, Q.C., Hon. L. S. Huntington, Q.C.
 E. C. Monk, B.C.L., L. Laflamme, B.C.L.

LACOSTE & DRUMMOND
ADVOCATES.
 486 Craig Street.

LAREAU & LEBŒUF
ADVOCATES.
 25 St. Gabriel Street.
 Edmond Lareau, B.C.L., L. C. Lebouf, B.C.L.

LONGPRÉ & DUGAS
ADVOCATES.
 38 St. James Street.

LORANGER & LORANGER
ADVOCATES.
 44 St. Vincent Street.

MACRAE, GEORGE
ADVOCATE.
 42 St. James Street.

MAILLET, L. L.
ADVOCATE.
 33 St. Vincent Street.

MCCORD, DAVID R.
ADVOCATE.
 353 Notre Dame Street.

MCCORMICK, DUNCAN
ADVOCATE.
 162 St. James Street.

McMAHON & DOUTRE
ADVOCATES.
 11 St. James Street.

MIREAULT, G.
ADVOCATE.
 10 St. James Street.

MONAGHAN, J.
ADVOCATE.
 60 St. James Street.

MORRIS, JOHN L.
ADVOCATE.
 353 Notre Dame Street.
MOUSSEAU, J. A., Q.C. & M.P.
ADVOCATE.
 also Editor and Proprietor of "L'Opinion
 Publique."
 16 St. James Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

QUIMET & QUIMET
ADVOCATES.
18 St. James Street.
J. Aldric Quimet, M.P. J. Alphonse Quimet.

PAGNUELO, S.
ADVOCATE, BARRISTER, & SOLICITOR,
Secretary to the Isolated Buildings &
Farmers Fire Insurance Company,
12 St. James Street.

PAUZÉ, J. R. N.
ADVOCATE.
12 St. James Street.

**PERKINS, MACMASTER & PRÉFON-
TAINÉ**
ADVOCATES, BARRISTERS, COUNSEL-
LORS AT LAW, COMMISSIONERS.
60 St. James Street.
John A. Perkins, D. MacMaster, R. Préfontaine.

QUINN, F. A.
ADVOCATE.
Sec. Treas. Dominion Building Society,
55 St. James Street, Resid. Longue Pointe.

RAMSAY, R. A.
ADVOCATE, SOLICITOR, ETC.,
67 St. François Xavier Street.

RITCHIE & BORLASE
ADVOCATES.
151 St. James Street.
T. W. Ritchie, Q.C., G. H. Borlase.

RIVARD, S.
ADVOCATE.
41 St. Vincent Street.

ROBERTSON, A.
ADVOCATE.
54 St. James Street.

ROCHON, C. A.
ADVOCATE.
31 St. Vincent Street.

ROY, ROUER, Q. C.
AND CHIEF ATTORNEY,
12 St. James Street.

SNOWDON, H. L.
ADVOCATE.
67 St. François Xavier Street.

STEPHENS, GEORGE W.
ADVOCATE.
10 Exchange Court.

THIRIAULT, CHAS.
ADVOCATE.
170 Notre Dame Street.

TERRELL, F. W.
ADVOCATE.
217 St. James Street.

TRENHOLME & McLAREN
ADVOCATES.
13 Hospital Street.
Norman W. Trenholme, John J. McLaren.

TRUDEL & TAILLON
ADVOCATES.
182 Notre Dame Street.
Hon. F. X. A. Trudel, L. O. Taillon.

JOHN CASSIE HATTON
ADVOCATE,
Barrister at Law and Commissioner for Ontario
253 Notre Dame Street.

ARCHITECTS.

DUNLOP, A. F.
ARCHITECT.
217 St. James Street.
DORAN, WM. E.
ARCHITECT.
W. M. DORAN
ACCOUNTANT AND REAL ESTATE AGENT.
191 St. James Street, over Queen's Ins. Co.

HUTCHINSON, ALEX. C.
ARCHITECT,
204 St. James Street, Mechanics Hall.

HODSON, WM. H.
ARCHITECT,
59 & 61 Bonaventure Street.

KENNEDY, WM.
ARCHITECT,
Builder and Valuer,
27 Bleury Street.

LAURENT, M.
ARCHITECT,
3 Place d'Armes Hill.

PERRAULT, H. M.
ARCHITECT AND SURVEYOR,
99 St. François Xavier Street.

RAZA, A.
ARCHITECT,
3 Place d'Armes Hill.

TAFT, A. B.
ARCHITECT,
113 St. Peter Street.

TISON, J. B.
ARCHITECT AND MEASURES,
423 Lagachetière Street.

AUCTIONEER.

BENNING & BARSALOU,
AUCTIONEERS,
126 & 128 St. Peter Street.

BANKS & BANKERS.

BANK OF BRITISH NORTH AMERICA,
R. R. Grindley, Manager,
Montreal.

CANADA BANK OF COMMERCE,
W. Simpson, Manager,
Montreal.

CITY BANK,
J. B. Renny, Cashier,
Montreal.

CITY & DISTRICT SAVINGS BANK,
E. J. Barbeau, Actuary,
Montreal.

DU PEUPLE BANK,
A. A. Trottier, Cashier,
Montreal.

EXCHANGE BANK OF CANADA,
R. A. Campbell, Cashier,
Montreal.

HOCHELAGA BANK,
J. S. Paquet, Cashier,
97 St. François Xavier Street.

JACQUES CARTIER BANK,
H. Cotté, Cashier,
Montreal.

MERCHANTS BANK,
Jackson Rae, General Manager,
Montreal.

MOLSONS BANK,
F. W. Thomas, Cashier,
Montreal.

MONTREAL BANK OF
R. P. Angus, General Manager,
Montreal.

NATIONALE, BANQUE
Wm. Moffatt, Manager,
10 Place d'Armes.

QUEBEC BANK,
Thomas McDougall, Manager,
Montreal.

ROYAL CANADIAN BANK,
Wm. Saché, Manager,
Montreal.

TORONTO BANK OF
D. Coulson, Manager,
Montreal.

UNION BANK OF LOWER CANADA,
Montreal Branch,
F. Naah, Manager.

BROWNE, P. D.
BANKER AND EXCHANGE BROKER,
124 St. James Street.

MARCHAND, L. & SON,
BANKERS AND EXCHANGE BROKERS,
Corner St. François Xavier and St. James
Streets.

MEEKER, C. L.
BANKER AND BROKER,
51 St. François Xavier Street.

WEIR, WILLIAM
BANKER AND EXCHANGE BROKER,
121 St. François Xavier Street.

BOOT AND SHOE MAKERS.

AMES, HOLDEN & Co.,
MANUFACTURERS OF BOOTS & SHOES,
Wholesale,
596-604 Craig Street.

BELL, J. & T.
BOOT & SHOE MANUFACTURERS,
Wholesale,
273 Notre Dame Street,
Cathedral Block.

BOIVIN, G.
BOOT AND SHOE MANUFACTURERS,
40 Jacques Cartier Square.

DICKINSON, JAMES
PRACTICAL BOOT AND SHOE MANU-
FACTURER,
67 St. Antoine Street, 41 Beaver Hall and
646 Dorchester Street.

DIVANEY, T.
BOOT AND SHOE MANUFACTURER,
199 McGill Street.

DOMINION BOOT AND SHOE STORE.
WHOLESALE BOOTS AND SHOES,
Office, Warehouse & Factory 129 Eydenham.

DONOVAN & WILLIAMS,
WHOLESALE BOOTS AND SHOES,
Corner of Lemoine and St. Peter Streets.

FOGARTY & BRO.
WHOLESALE BOOT AND SHOE MANU-
FACTURERS,
245 St. Lawrence Main Street.

LEGGATT & JOHNSON,
WHOLESALE BOOTS AND SHOES,
110 McGill Street.

LINTON & COOPER,
BOOTS AND SHOES, WHOLESALE,
Victoria Square.

McCREADY, J. & R.
WHOLESALE BOOT AND SHOE MANU-
FACTURERS,
18 and 20 Lamoine Street.

McLAREN, Wm., & Co.,
BOOT AND SHOE MANUFACTURERS,
18 St. Maurice Street.

McMARTIN, HAMEL & Co.,
MANUFACTURERS OF BOOTS & SHOES,
Wholesale,
100 St. Peter Street.
J. A. Symmes, Sec. Treas.

MULLARCHY & Co.,
BOOTS AND SHOES, WHOLESALE,
8 Helen Street.

POPHAM, JAMES, & Co.,
BOOT AND SHOE MANUFACTURERS,
St. James Building, Victoria Square.

SLATER & PERRY,
MANUFACTURERS OF FINE MACHINE
SEWED BOOTS AND SHOES,
161 St. Peter Street, Corner of Notre Dame.

SMITH, COCHRANE & Co.,
MANUFACTURERS OF BOOTS & SHOES,
Wholesale,
8 St. Peter Street, corner of St. Sacrament.
H. M. Cochrane, J. Camille, Abraham Spaulding.

THURSTON, E. H.
MANUFACTURERS OF BOOTS & SHOES,
Wholesale,
36 Lemoine Street.

VALOIS, N., & Co.,
MANUFACTURERS OF BOOTS & SHOES,
Wholesale,
26 Jacques Cartier Square.

BREWERS, &c.

DAWES & Co.,
BREWERS,
215 St. James Street.

DOW, Wm., & Co.,
BREWERS AND MALSTERS,
212 St. Joseph Street.

MOLSON, JOHN H. R., & BROS.,
BREWERS AND SUGAR REFINERS,
217 St. James Street.

REINHART, G., & SONS,
ALE AND LAGER BEER BREWERS,
Head of German Street.

TAYLOR, ROBT.
BREWERS,
340 St. Lawrence Street.

WILLIAMS, MILES
BREWERS AND MALSTER,
97 College Street.

WILSON, C.
SODA WATER AND GINGER ALE MANU-
FACTURERS,
99 St. Urbain Street.

BROKERS AND COMMISSION AGENTS.

BALDWIN, C. H., & Co.,
COMMISSION MERCHANTS,
Importers, and Dealers in Wines,
Groceries, Cigars, &c.,
18 St. Helen Street.

BELL, SIMPSON & Co.,
COMMISSION MERCHANTS,
486 and 488 St. Paul Street.

BOND BROS.,
STOCK AND SHARE BROKERS,
7 St. Sacrament Street.

BURNETT & Co.,
STOCK BROKERS,
61 St. Francois Xavier Street.

CHAPMAN, HENRY, & Co.,
IMPORTERS AND GENERAL COMMISSION MERCHANTS,
John and Hospital Streets.

COMTE, I. H. D.
GENERAL AGENT AND COMMISSION MERCHANT, COLLECTIONS MADE, MONEY LOANED,
178 St. Urbain Street.

COWIE, ALEX. MCK.
PRODUCE AND COMMISSION MERCHANT
104 Grey Nun Street.

CRAWFORD, J. D., & Co.
BROKERS AND WAREHOUSEMEN,
23 Hospital Street.

FAIRBANKS, RUFUS
GENERAL BROKER AND COMMISSION MERCHANT,
5 St. Sacrament Street.

FORD, E.
STOCK BROKER,
83 St. Francois Xavier Street.

FULLER & SHUFELT
PRODUCE AND COMMISSION MERCHANTS,
451 Commissioners Street.

GEAR, H. J.
COMMISSION MERCHANT, IMPORTER AND DEALER IN TEAS, HAVARIAN HOPS, HANOVER AND GERMAN CIGARS,
32 St. Nicholas Street.

GORDON, JAMES, & Co.,
BROKERS,
49 St. Francois Xavier Street.

HOPE, A. and C. J., & Co.,
COMMISSION MERCHANTS AND GENERAL AGENTS,
320 Commissioners Street.

HUNT & BROCK,
WINE AND COMMISSION MERCHANTS,
25 Hospital Street.

JAQUES, G. E., & Co.
FORWARDERS AND COMMISSION MERCHANTS,
10 St. Nicholas Street & 85 Common Street.

KERSHAW, THOS.
BROKERS,
North British Chambers, Hospital Street.

KIRKPATRICK & COOKSON
COMMISSION MERCHANTS,
86 McGill Street.

McBEAN, A. G.
PRODUCE AND COMMISSION MERCHANT
449 Commissioner Street.

MACDOUGALL BROS.
STOCK BROKERS,
69 St. Francois Xavier Street.

MITCHELL, ROBT., & SONS
COMMISSION MERCHANTS AND BROKERS,
99 St. Francois Xavier Street.

MITCHELL & Co.
GENERAL COMMISSION AND SHIPPING AGENTS,
Common N. McGill Streets.

MOAT, R. & J.
STOCK BROKERS,
11 Hospital Street.

MORIN & Co.
BROKERS AND COMMISSION MERCHANTS,
Corner of St. Paul and St. Nicholas Streets.

NELSON & LEFORT
GENERAL COMMISSION MERCHANTS, IMPORTERS OF JEWELLERY, &c.,
66 St. James Street.

NORRIS & ROUTH
COMMISSION MERCHANTS,
5 St. Sacrament Street.

RAPHAEL, THOMAS W.
COMMISSION MERCHANT,
30 Hospital Street.

SCOTT, HENRY C.
STOCK BROKER,
14 St. Sacrament Street.

SHAW & McFEE,
PRODUCE AND COMMISSION MERCHANTS,
96 Foundling Street.

SIDEY, J. G.
SHIP BROKER,
301 Commissioner Street.

STRATHY & STRATHY,
MEMBERS MONTREAL STOCK EXCHANGE,
100 St. Francois Xavier Street.

THOMSON, J., & Co.,
BROKERS AND COMMISSION MERCHANTS,
416 St. Paul Street.

TORRANCE, DAVID, & Co.
COMMISSION MERCHANTS,
10 Hospital Street.

WILLIAMSON, JAS.
WAREHOUSEMAN AND COMMISSION MERCHANT,
36 St. Peter Street.

BUILDERS AND CONTRACTORS.

CAMERON, HIBBARD & Co.,
RAILWAY CONTRACTORS,
Montreal, Chambly and Sorel R. R.
856 Notre Dame Street.

NICHOLSON, PETER
BUILDER AND CONTRACTOR,
899 Dorchester Street.

PATON, LAIRD,
BUILDER AND CONTRACTOR,
1035 St. Catherine Street.

WILSON, DANIEL
BUILDER AND CONTRACTOR,
1081 St. Catherine Street.

CARRIAGE MAKERS.
LARIVIERE, N. A. & C.
CANADA COACH FACTORY,
32 First Prizes and Diplomas at the Exhibitions of 1865 and 1868. Expert of Planing and Sawing Mills,
74 St. Antoine Street.

LEDoux, B.
CARRIAGE MAKER,
First Prize at the Provincial Exhibition of 1870, and Diploma. All kinds of repairs neatly done to order.
126 and 127 St. Antoine Street. Snow Rooms, Factory and Office,
131 and 133 St. Antoine Street.

MATTHEWS, W. G., & Co.,
MANUFACTURERS OF WHEELS, CARRIAGE AXLES, WAGON SKEINS, &c.,
7 Chenneville Street.

CARPET DEALERS.
BARRY & CAMPBELL,
WHOLESALE IMPORTERS OF CARPETS, OIL CLOTHS AND CURTAIN MATERIALS,
208 and 210 McGill Street.

CHEMISTS, DRUGGISTS, &c.
BENSON, W. T.
CHEMICALS AND FOREIGN WOOL,
Edwardsburg Starch Company, Genuine White Starch and Prepared Corn for Fuddings,
103 St. Peter Street.

BRISSETTE, MILTON H.
Agent for Mrs. Winslow's Soothing Syrup and Brown's Bronchial Troches, Brown's Vermifuge Comfits and Brown's Household Panacea,
441 St. Paul Street.

EDSON, M. G.
CHEMIST AND DRUGGIST, MOUNTAIN DRUG HALL,
Montreal and Three Rivers,
Corner Mountain and St. Antoine Streets.

EDWARDS, J. BAKER, Ph.D., D.C.H., F.C.S.,
PROFESSOR OF CHEMISTRY,
Medical Faculty, Bishop's College and McGill School of Anatomy and Chemistry,
530 LaGauchetiere Street.

ENEAS, J.
CHEMIST AND DRUGGIST,
Manufacturer and Importer of Trusses and all the Surgical Appliances for Physical Deformities,
Montreal and Three Rivers,
26 Radegonde Street, opposite Victoria Square.

EVANS, MERCER & CO.,
WHOLESALE DRUGGISTS AND MANUFACTURING CHEMISTS,
St. Jean Baptiste Street.

GOULDEN, JAMES
CHEMIST AND DRUGGIST, WHOLESALE AND RETAIL, PROPRIETOR OF NITRO-CALI NEURALGIAN, &c.,
175 St. Lawrence Street. Branches: 308 St. Paul Street, and 363 St. Catherine Street.

HARTE, J. A.
CHEMIST AND DRUGGIST,
Importer of Genuine Drugs and Chemicals, French and English Perfumery, Patent Medicines, Sponges, Hair, Tooth and Nail Brush.
Glasgow Drug Hall, 400 Notre Dame Street.

KERRY, WATSON & CO.
WHOLESALE DRUGGISTS,
21, 23, 25 St. Paul Street.

LYMANS, CLARE & CO.,
WHOLESALE DRUGGISTS AND MANUFACTURERS OF DYE STUFFS, WHITE PAINTS, &c.,
384 St. Paul Street.

LYMAN, S. J.
WHOLESALE DRUG AND COMMISSION,
Trade Mark and Patent Agent,
230 St. James Street.

McARTHUR, JOHN, & SON,
IMPORTERS OILS, CHEMICALS AND DYE STUFFS,
Nuns' New Buildings, off St. Sulpice.

MUIR, E.
PROPRIETOR OF THE CANADIAN HAIR RESTORATOR,
Place d'Armes Drug Store, Montreal;
307 Notre Dame Street.

MUNRO, ALEX., & CO.,
WHOLESALE AND RETAIL DRUGGISTS,
Sole Manufacturers of the Genuine Egg Powder,
All preparation with our signatures are spurious,
McGill Street.

PICAULT & SON,
CHEMISTS AND DRUGGISTS,
Sole Proprietors of the Nurse's Treasure, Father Bruno's Item-dy, and other Standard Preparations,
75 Notre Dame Street.

ROSENHEIM & JONAS,
CHEMISTS AND IMPORTERS OF DRUGS,
Fine Essential Oils, Essences and Ethers, Liquor Flavours: Fruit Extracts, Colouring, &c.; Bronze Powders, Painters and Lithographers' Colours,
401 Notre Dame Street.

STROUD, CHARLES L.
FAMILY CHEMIST AND APOTHECARY,
40 St. Antoine Street.

TATE & COVERNTON,
DISPENSING CHEMISTS,
157 St. James Street.

CIVIL ENGINEERS AND SURVEYORS.

FORBES, CHAS. F. H.
CIVIL ENGINEER AND PROVINCIAL LAND SURVEYOR,
Barron's Block, 162 St. James Street.

LEGGE, CHAS., & CO.,
CIVIL ENGINEERS AND SOLICITORS OF CANADIAN AND FOREIGN PATENTS,
Barron's Block, 162 St. James St.

REEKIE, R. JAMES
CIVIL ENGINEER,
229 St. James Street.

RIELLE, JOS.
LAND SURVEYOR AND REAL ESTATE AGENT,
146 St. James Street.

CIVIL AND CITY OFFICIALS.

BAUDRY, J. U.
JUDGE SUPERIOR COURT,
296 Dorchester Street.

BLACK, JAMES F. D.
CITY TREASURER,
City Hall.

BREHAUT, W. H.
POLICE MAGISTRATE,
Court House.

BROWN, T. S.
OFFICIAL ASSIGNEE,
1 Union Buildings, 48 St. Francois-Xavier street.

DUMESNIL, G. H.
OFFICIAL ASSIGNEE,
Notary & Commissioner for Quebec and Ontario,
5 St. Sacrament Street.

GLACKMEYER, CHAS.
CITY CLERK,
City Hall.

HONEY, JOHN SLEEP
PROTHONOTARY,
Court House.

HUBERT, R. A. R.
PROTHONOTARY,
Court House.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

HUBERT, E. A. R.
PROTHONOTARY,
Court House.

LESAGE, LOUIS
SUPERINTENDENT OF WATER WORKS,
City Hall.

MACQUISTEN, P.
CITY SURVEYOR,
City Hall.

MARCHAND, L. F. W.
CLERK OF COURT OF APPEALS,
Court House.

PAPINEAU, LOUIS J. A.
PROTHONOTARY,
Court House.

PENTON, F. W. L.
CHIEF OF POLICE,
Jacques Cartier Square.

ROY, ROUER, Q.C.,
CITY ATTORNEY,
12 St. James Street.

SANBORN, M. H.
DEPUTY SHERIFF,
Sheriff's Office, C. H.

SCHILLER, C. E.
CLERK OF THE CROWN & PEACE,
Crown Office.

VILBON, M. J.
FIRST CLERK SHERIFFS OFFICE,
Sheriff's Office.

CLERGY.

BALDWIN, REV. M. S. (M. A.), CANON,
Christ Church Cathedral.

BURNS, REV. R. F. (D. D.),
CANADA PRESBYTERIAN MINISTER,
36 Cathcart Street.

CAMPBELL, REV. R. (A. M.),
MINISTER OF ST. GABRIEL CHURCH IN
CONNECTION WITH THE CHURCH
OF SCOTLAND,
291 St. Charles Borromeo Street.

DOWD, REV. P.
ROMAN CATHOLIC PASTOR,
St. Patrick's Church.

GALBRAITH, REV. W.
WESLEYAN METHODIST MINISTER,
116 Jacques Cartier Street.

HOSSEA, REV. BROTHER
PROVINCIAL VISITOR OF THE CHRISTIAN
BROTHERHOOD,
1027 Ste. Catherine Street.
Mother House, 40 Coté Street.

OBLATS, REV. FATHERS
ROMAN CATHOLIC PASTORS,
St. Peter's Church, Visitation Street.

SUTHERLAND, REV. A.
WESLEYAN MINISTER ST. JAMES
CHURCH,
Residence: 232 St. Antoine Street.

TAYLOR, REV. W., (D.D.)
MINISTER FREEKINE PRESBYTERIAN
CHURCH,
119 Mansfield Street.

WOOD, REV. E., (M.A.)
ENGLISH CHURCH MINISTER,
278 St. Urban Street.

YOUNG, REV. A.
MINISTER ST. JOSEPH STREET,
Canada Presbyterian Church,
337 St. Antoine Street.

CLOTHIERS.

GOLTMAN, S.
MERCHANT TAILOR AND CLOTHIER,
212 St. James Street.

MOSS, S. H. & J.
WHOLESALE CLOTHIERS AND IMPORTERS
OF T. COLLEN TWEEDS,
5 and 7 Recollet Street.

MUIR, EWAN & CO.
WHOLESALE CLOTHIERS AND IMPORTERS
OF ENGLISH WOOLLENS,
And Dealers in Canada Tweeds,
Corner of St. Joseph and Henry Streets.

O'BRIEN, JAMES & CO.
CLOTHING WHOLESALE,
Dominion Building, 136 1/2 McGill Street.

SHEARER, MACKEDIE & CO.
MANUFACTURERS OF CLOTHING,
Wholesale,
422 St. Paul Street.

SHOREY, H. & CO.
WHOLESALE CLOTHIERS,
Importers of Woollens, Rubber Goods, &c.
Sample rooms: 35 Yonge Street, Toronto.
23 St. Helen Street.

COLLEGES AND SCHOOLS.

BRYANT & STRATTON
[MONTREAL BUSINESS COLLEGE]
J. TASKEE, Principal and Proprietor.
This course is specially intended for those pur-
suing to follow commercial pursuits,
Corner Notre Dame Street and Place d'Armes.

LAY, MRS. ELEANOR H.
Principal of Young Ladies Seminary,
(Established 1853.)
Saybrooke Hall, 852 Dorchester Street.

McGILL COLLEGE LIBRARY
W. O. BAYNE, (M. A.) SECRETARY,
McGill College.

MONTREAL COLLEGIATE SCHOOL
C. NICHOLS, PRINCIPAL,
Boarders \$320 per annum. Day pupils \$48.
21 Victoria Street.

MONTREAL COMMERCIAL COLLEGE
(Boys and Young Men.)
W. J. N. TURNER PRINCIPAL,
Established A.D. 1857,
975 Ste. Catherine Street.

ROMAN CATHOLIC SCHOOL
COMMUNIONERS,
M. C. DESNOYERS, Sec. Treasurer,
18 St. James Street.

SCHOOL OF MEDICINE AND SURGERY
OF MONTREAL
Corner of St. George and Ontario Streets.

SCOTT, MRS. JOHN
Principal of Young Ladies Seminary,
182 Mountain Street.

CONFECTIONERS.

ALEXANDER, C. & SON
GENERAL CONFECTIONERS,
911 Ste. Catherine Street, and
391 Notre Dame Street.

CROKERY, COAL OIL & LAMPS.

BARBER, WILLIAM H.
(Successors to John Patton & Co.)
IMPORTERS OF CHINA GLASS AND
EARTHENWARE,
233 St. James Street.

CASSIDY, J. L. & CO.
IMPORTERS OF CHINA GLASS AND
EARTHENWARE,
339 and 341 St. Paul Street.

GROVES, GEO. JA.
IMPORTER OF CHINA GLASS AND
EARTHENWARE,
424 St. Paul Street.

MURRAY, ROBERT B.
WHOLESALE COAL OIL DEALER AND
SOAP MANUFACTURER,
36 Lemoine Street.

SENECAL, ARTHUR
IMPORTER OF COAL OIL AND LAMPS,
303 St. Paul Street.

DISTILLERS.

WINNING, HILL & WARE
DISTILLERS AND MANUFACTURERS
OF Cordials, Tom Gins, Ginger Wines, Choies
Fruit syrups, Bitters, Brand &c. Bourbon and Dry
Whiskies. Proprietors of the celebrated Cartracra
Mineral spring, Beaumont, Cal.
359 St. Paul Street.

VIPOND, T. S. & J.
IMPORTERS OF CHINA GLASS AND
EARTHENWARE,
Orders and consignments can fully attended to.
13 William Street.

DRY GOODS.

ALLAN, A. M. & CO.
WHOLESALE AND RETAIL,
Importers of Staple and Fancy Dry Goods,
77 and 79 St. Joseph Street.

CARLEY, SAMUEL
DRY GOODS MERCHANT,
395 Notre Dame Street.

CLARK, JAMES P. & CO.
WHOLESALE IMPORTERS AND DEALERS
IN DRY GOODS,
162 McGill Street.

CLAXTON, JAMES & CO.
WHOLESALE IMPORTERS OF FANCY &
STAPLE DRY GOODS,
131 St. Peter Street.

CUSHING, CROIL & CO.
IMPORTERS OF STAPLE AND FANCY
DRY GOODS,
483 and 485 St. Paul Street.

DAVIS, H. & CO.
IMPORTERS OF WOOLLENS, SILKS AND
DRESS GOODS,
445 and 447 St. Paul Street.

DONNELLY JAMES
IMPORTER OF BRITISH AND FOREIGN
DRY GOODS,
140 McGill Street.

DUNN, ROBERT & CO.
WHOLESALE DRY GOODS, DRESS GOODS,
(Black Lustres a specialty.)
479 St. Paul Street.

FISHER, M. & SONS
IMPORTERS OF WOOLLEN AND
TAILORS TRIMMINGS,
28 College Street.

GALARNEAU, P. M. & CO.
WHOLESALE DRY GOODS,
350 St. Paul Street.

MURPHY, JOHN & CO.
DRY GOODS MERCHANT,
403 and 405 Notre Dame Street.

GAULT, BRON, & CO.
IMPORTERS OF BRITISH AND FOREIGN
DRY GOODS, DRY GOODS,
And Manufacturers of Canadian Tweeds and
Cottons,
Corner of Recollet and St. Helen Streets.

L. H. LAFLEUR & CO.
WHOLESALE DRY GOODS,
256 St. Paul Street.

GREENSHIELDS, S. SON & CO.
WHOLESALE DRY GOODS,
46, 48 and 50 St. Sacramento Street.

GRENIER, J. & CO.
WHOLESALE DRY GOODS,
292 St. Paul Street.

GILMOUR, J. Y. & CO.
IMPORTERS OF BRITISH AND FOREIGN
DRY GOODS, SMALL WARES, &c.
375 St. Paul Street.

HODGSON, MURPHY & SUMNER
(Late Foulds & Hodgson.)
IMPORTERS OF DRY GOODS AND SMALL
WARES,
347 St. Paul Street.

HUDON & PLAMONDON
IMPORTERS AND WHOLESALE
DEALERS IN DRY GOODS,
334 and 356 St. Paul Street.

LAKUE & GUERIN
WHOLESALE AND RETAIL,
Dry Goods, and Ready Made Clothing,
232 St. Paul Street.

LECAVALIER & LAMONTAGNE
WHOLESALE AND RETAIL,
Importers of Dry Goods.
A Tailor and Dressmaker are attached to the
Establishment.
293 St. Lawrence, corner Mignonne Streets.

MACKAY, JOSEPH & BRO.
IMPORTERS OF DRY GOODS,
166 to 170 McGill, corner St. Helen Streets.

MACKENZIE, J. G. & CO.
IMPORTERS & WHOLESALE DEALERS
In British and Foreign Dry Goods,
381 and 383 St. Paul Street.

McINTYRE, FRENCH & CO.
IMPORTERS OF BRITISH AND FOREIGN
DRY GOODS,
478 St. Paul Street.

McLACHLAN, BROS. & CO.
WHOLESALE DRY GOODS AND SMALL
WARES,
468 St. Paul Street.

McMASTER, W. J. & CO.
CANADIAN WOOLLENS,
Wholesale Importers of British and Con-
tinental Dry Goods,
8 Bonaventure Street.

MARLER, G. R. & CO.
WHOLESALE IMPORTERS OF STRAW
AND FANCY DRY GOODS,
146 McGill Street.

MARTIN, P. P. & CO.
IMPORTERS AND DEALERS IN WHOLE-
SALE DRY GOODS,
276 St. Paul Street.

MAY, THOS. & CO.
WHOLESALE DRY GOODS,
137 St. Peter Street.

MORGAN, H. & CO.
DRY GOODS MERCHANTS,
255 St. James Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

MORGAN H. & CO.
DRY GOODS MERCHANTS.
 255 St. James Street.

MURPHY, JOHN & CO.
IMPORTERS OF FANCY AND STAPLE DRY GOODS.
 403 and 405 Notre Dame Street.

MUSSEN, THOS.
 Wholesale and Retail Dealer in Hosiery and
 Kid Gloves, Hosiery and Other Silks,
 Carpets, Floor Cloths, &c.
 Established in 1827.
 257 and 259 Notre Dame Street.

OGILVY, & CO.
IMPORTERS OF DRY GOODS, BLACK SILKS AND STAPLES.
 WHOLESALE.
 495 St. Paul Street.

PLIMSOLL, WARNOCK & CO.
WHOLESALE STRAW AND FANCY DRY GOODS.
 13 and 15 St. Helen Street.

PREVOST, A. & CO.
WHOLESALE DRY GOODS.
 266 and 268 St. Paul Street.

RAFTER, JOHN A. & CO.
IMPORTERS OF WOOLLENS, SILKS, JUVENILE CLOTHING, TAILORS TRIMMINGS, &c.
 142 McGill Street.

ROBERTSON, LINTON & CO.
DRY GOODS IMPORTERS.
 Corner Lemoine and St. Helen Streets.

ROONEY & DOLAN,
IMPORTERS SILKS, WOOLLENS, AND DRY GOODS, WHOLESALE.
 57 St. Sulpice Street.

ROY, JAMES & CO.
IMPORTERS OF STAPLE AND FANCY DRY GOODS ALSO SHIRTINGS, TABLE LIXEN, ETC.
 226 McGill Street.

STIRLING, McCALL & CO.
IMPORTERS DRY GOODS, WHOLESALE.
 373 St. Paul Street.

SUTHERLAND, HARDIE & FLEMING
IMPORTERS & WHOLESALE DEALERS
 In British and Foreign Dry Goods.
 22 St. Helen Street, Corner of Recollet.

THIBAudeau, GENEREUX & CO.
WHOLESALE DRY GOODS.
 332 St. Paul Street.

THOMPSON, MOODIE & HOUGHAN
DRY GOODS,
 Small Wares and Fancy Goods,
 WHOLESALE.
 435 St. Paul Street.

TURGEON, E. & CO.
DRY GOODS.
 450 Notre Dame Street.

WALKER, ALEXANDER
DRY GOODS, WHOLESALE.
 186 McGill Street.

WINKS, GEO. & CO.
IMPORTERS OF DRY GOODS.
 WHOLESALE.
 Corner McGill Street and Victoria Square.

FANCY GOODS AND SMALL WARES.
ALEXANDER, MURPHY & CUDDIHY
 IMPORTERS OF
 BRITISH, FRENCH, GERMAN & AMERICAN
 DRY GOODS, SMALL WARES AND
 FANCY GOODS.
 343 Notre Dame Street.

CASSIDY & CAMERON.
IMPORTERS OF BRITISH AND FOREIGN SMALL WARES FANCY GOODS, And Manufacturers of Hoop Skirts.
 11 Recollet Street.

DARLING, ADAM
IMPORTER CHINA, GLASS, EARTHEN-WARE AND FANCY GOODS.
 417 St. Paul Street.

HIAM & OSTELL
IMPORTERS OF SMALL WARES, FANCY GOODS, FISH BOOKS.
 Fishing tackle of every description.
 414 St. Paul Street.

HIAM, W. H.
WHOLESALE NEEDLE FISHING TACKLE, ETC., ETC.
 8 Lemoine Street.

LEBLANC, J. H.
 (Successor to A. C. Amary.)
IMPORTERS AND MANUFACTURERS OF FLOWERS AND FEATHERS.
 545 1/2 Craig Street.

MARLER, G. R. & CO.
WHOLESALE IMPORTERS OF STRAW AND FANCY DRY GOODS.
 146 McGill Street.

McDUNNOUGH, W.
 (Successor to J. Parkin.)
IMPORTER OF BRITISH & FOREIGN LACES.
 (Established 1849.)
 290 Notre Dame Street.

MUNDERLOH & CO.
WHOLESALE IMPORTERS OF GERMAN, FRENCH AND BELGIAN GOODS,
 Glass and Glass Ware.
 Wm. C. Munderloh, Consul for German Empire.
 61 St. Sulpice Street.

MURRAY, W.
IMPORTER AND DEALER
 In every description of English, French, Swiss and American Watches, and Fancy Goods.
WHOLESALE AND RETAIL.
 87 St. Joseph Street.

RUSSEL & MACLEAN
WHOLESALE IMPORTER OF FANCY DRY GOODS,
 Corner St. Peter and Recollet Streets.

SENTENNE, HOWISON & MASSUE
IMPORTERS CHINA, GLASS, EARTHEN-WARE AND FANCY GOODS.
 287 and 289 St. Paul Street.

STEPHEN, DAVIDSON & CO.
IMPORTERS STAPLE AND FANCY DRY GOODS, SMALL WARES, &c.
 496 and 498 St. Paul Street.

FLOUR MERCHANTS.

BRODIE, R. & J.
MILLERS AND FLOUR MERCHANTS,
 Corner Craig and Bleury Streets.

FOUNDERS.

BARTLEY, WM. P., & CO.
ST. LAWRENCE ENGINE WORKS.
 17 to 29 Mill Street.

BRUSH, GEO.
EAGLE FOUNDRY.
 32 King Street.

CUTHBERT, ROBERT
DOMINION BRASS FOUNDRY
 101 and 103 Queen Street.

GARDNER, R., & SON
NOVELTY WORKS.
 40 to 54 Namroth Street.

GILBERT, E. E.
CANADA ENGINE WORKS,
 738 St. Joseph Street.

GILBERT, FRANK
IRON FOUNDER,
 Cote St. Augustin.

H. R. IVES & CO.
GENERAL FOUNDERS AND HARDWARE MANUFACTURERS.
 110 King and 139 Prince Streets.

MITCHELL, ROBT. & CO.
MONTREAL BRASS WORKS, BRASS FOUN-DRERS AND FINISHERS, COPPERSMITH, ETC., ETC.
 Corner Craig and St. Peter Streets.

ROBERTSON, JAMES
CANADA LEAD AND SAW WORKS.
 20 Wellington Street.

ROGERS & SING
MANUFACTURERS OF WROUGHT & CAST IRON.
 Railing for cemetery lots and dwelling houses, potash kettles, coolers, cooking ranges, and all kinds of house and other castings, kept in stock and made to order.
 645 Craig Street.

VAN ALSTYNE, N. & CO.
IRON FOUNDERS AND MANUFACTURERS.
 23 and 29 Dalhousie Street.

FURNITURE DEALERS.

ARMSTRONG, G.
CABINET MAKER,
 46 Victoria Square.

HILTON, J. & W.
CABINET MAKERS AND UPHOLSTERS,
 413 Notre Dame Street.

LAWSON, J.
CABINET MAKER AND UPHOLSTER.
 18 St. Antoine Street.

McGARVEY, OWEN
WHOLESALE AND RETAIL MANUFACTURER AND DEALER IN PLAIN AND FANCY FURNITURE
 7, 9 and 11 St. Joseph Street.

PARISEAU, CHARLES E.
FIRST CLASS FURNITURE WAREHOUSE,
 Parlor suits, bedroom suits, marble top tables, glass chandeliers, fancy brackets, &c.
 447 and 449 Notre Dame Street.

PARSONS, S. R.
FURNITURE,
 603 and 605 Craig Street.

TEES, BROS.
WHOLESALE FACTORY,
 Cabinet makers and undertakers, office desks and chairs for dentists, &c.
 11 Bonaventure Street, near McGill Street.
 (St. Gabriel Locks.)

GEOLOGICAL SURVEY OF CANADA.

Sir Wm. E. Logan, Late Director.
 ALFRED R. SHELWYN, Director.
 ROBERT SMELL, C.E., F.G.S., &c., Geologist.
 ROBERT BARLOW, Draughtsman.
 CHARLES ROSS, Mining Engineer.
 T. STARRY HUNT, LL.D., F.R.S., &c., Late Chemist.
 Office of Geol. Survey, St. Gabriel Street.

GENERAL MERCHANTS.

LaMARRE, I. N.
MERCHANT,
 217 St. Lawrence Main Street.

MACLEAN, D. E.
GENERAL MERCHANT,
 4 St. Nicholas Street.

MORRICE, DAVID
GENERAL MERCHANT,
 Paints, Oils, Glazes, &c.
 230 McGill Street.

SHANNON BROS.
GENERAL MERCHANTS,
 455 Commissioner Street.

GROCERS.

ADAMS JAMES D.
WHOLESALE & RETAIL GROCER,
 280 St. Lawrence Main Street.

AYER A. A. & CO.
DEALER IN BUTTER AND CHEESE,
 96 Grey Nun Street.

BEATTIE D. F.
IMPORTER OF TEAS, MOLASSES, ETC.,
 17 St. Sacrament Street.

BERTRAM, W. & CO.
WHOLESALE GROCERS.
 The Manufacture of Corn Brooms and speciality
 43 College Street.

BOYER, HUDON & CO.
WHOLESALE GROCERS AND WINE MERCHANTS.
 320 Commissioners Street.

BLACKLOCK JOHN.
GROCER AND PROVISION MERCHANT,
 181 St. Lawrence Main Street.

CAMPBELL, W. A. & CO.
COFFEE AND SPICE MERCHANTS,
 22 St. John Street.

CHAPMAN FRAZER & TYLER.
MERCHANTS.
 15 Hospital Street.

CON THOMAS H.
IMPORTER AND GENERAL DEALER
 IN GROCERIES, WINES, ETC.,
 181 Bonaventure St.
 Molson Building, near G. T. Station.

CUVILLIER & CO.
TEA AND GENERAL MERCHANTS.
 40 St. Sacrament Street.

DESMARTEAU & CO.
WHOLESALE GROCERS AND WINE MERCHANTS,
 231 Commissioners Street.

DESMARTEAU & LAMOUREUX
WHOLESALE AND RETAIL GROCERIES AND PROVISIONS,
 37 and 39 St. Mary Street.

DOUGLASS J. M. & CO.
GROCERS WHOLESALE.
 112 St. Peter Street.

DOUGLASS, KIRK & CO.
IMPORTERS & WHOLESALE GROCERS,
 148 and 150 McGill Street.

DOWNEY, DOHERTY & CO.
IMPORTERS OF TEAS, WINES, SPIRITS AND DISTILLERS, ETC.
 437 and 439 Commissioners Street.

DOYLE JAMES & CO.
WHOLESALE GROCERS,
 144 McGill Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL

DUNCAN JOHN & CO.
IMPORTERS OF EAST & WEST INDIAN
PRODUCE.
450 St. Paul Street, 371 Commissioners St.

ELLIOTT JOHN.
WHOLESALE GROCER,
194 and 196 St. Paul Street.

GAUTHIER, MAYRAND & Co.
IMPORTERS & WHOLESALE GROCERS
279 and 281 Commissioners St.

HATCHETT, JOHN & CO.
IMPORTERS & WHOLESALE GROCERS
138 McGill Street.

HUDON, J. & CO.
IMPORTERS OF GROCERIES, WINES
AND LIQUORS.
304 St. Paul Street.

HUTCHINS B.
WHOLESALE GROCER.
183 & 190 McGill Street.

JOLY PIERRE & CO.
WHOLESALE GROCERS.
264 St. Paul Street, and 266 and 211
Commissioners Street.

KINGAN & KINLOCK.
IMPORTERS OF TEAS AND GENERAL
GROCERIES.
Corner of St. Peter and St. Sacrament Sts.

LOWDEN, GOFF & GLINES.
WHOLESALE GROCERS,
188 and 190 McGill Street.

MASSON D. & CO.
IMPORTERS OF STAPLE GROCERIES,
324 and 326 St. Paul Street.

MATHEWSON J. A.
IMPORTERS & WHOLESALE GROCERS,
202 McGill Street.

MENZIES & CO.
IMPORTERS OF STAPLE GROCERIES,
LIQUORS, ETC.
4 St. Alexis Street.

MULLIN J. C. & CO.
IMPORTERS OF TEAS AND GROCERIES,
WINE AND SPIRIT MERCHANTS,
18 College Street.

PREVOST A. & CO.
WHOLESALE GROCERS,
215 Commissioners Street.

QUINTAL N.
WHOLESALE AND RETAIL GROCER.
83 St. Joseph Street.

ROBERTSON DAVID.
WHOLESALE GROCER,
108 St. Peter Street.

ROBERTSON & LIGHTBOUND.
WHOLESALE GROCERS AND WINE MERCHANTS,
124 McGill Street.

ROBINSON, DONAHUE & CO.
IMPORTERS OF TEAS,
152 McGill Street.

ROSS W. R. & CO.
IMPORTERS OF STAPLE GROCERIES.
11 St. Sacrament Street.

ROSS T. & F. & CO.
IMPORTERS OF EAST AND WEST
INDIA PRODUCE.
33 St. Sacrament Street.

SENECAL CADIEUX & CO.
WHOLESALE GROCERS AND WINE MERCHANTS,
278 St. Paul Street, and 225 and 229
Commissioners Streets.

SHANNON A. & CO.
WHOLESALE GROCERS,
43 and 50 College Street.

SINCLAIR JACK & CO.
IMPORTERS OF EAST AND WEST
INDIA GOODS,
413 St. Paul Street.

SMITH J. & CO.
IMPORTERS AND DEALERS IN GROCERIES,
WINES, LIQUORS AND
PROVISIONS.
23 Chaboilles Square.

THOMPSON JOHN.
WHOLESALE GROCER,
204 St. Paul Street.

TIFFIN BROS.
IMPORTERS OF EAST AND WEST INDIA
PRODUCE.
3, 8 St. Paul Street.

TORRANCE DAVID & CO.
TEA AND GENERAL MERCHANTS.
10 Hospital Street.

TURGEON, L. O.
IMPORTER OF GROCERIES, LIQUORS,
TOBACCO, ETC.
338 St. Paul Street.

URQUHART, A. & CO.
GENERAL MERCHANTS.
118 and 120 St. Peter Street.

VILLENEUVE & LACAILLE.
IMPORTERS AND WHOLESALE DEALERS
IN GROCERIES, WINES & LIQUORS.
329 St. Paul Street

HABERDASHERY.

HENRY & WILSON
DEALERS IN GENTLEMAN'S HABERDASHERY,
236 St. James Street.

SMITH & CO.
WHOLESALE MANUFACTURERS
Of skirts and collars, paper collars, silk bows
and ties, importers of scarfs, gloves, hosiery
and fancy goods.
20 St. Helen Street.

YOUNG, McNAUGHTON & CO.
IMPORTERS GENTLEMEN'S FURNISHINGS,
Manufacturers shirts, collars, ties, &c.
Factory: 505 St. Paul Street.
Office & Warehouse: 8 & 10 St. Joseph St.

HARDWARE MERCHANTS.

BELIVEAU, L. J. & CO.
HARDWARE MERCHANTS,
297 and 299 St. Paul Street.

BELIVEAU, H.
SHELF AND HEAVY HARDWARE AND TIN MANUFACTURERS,
193 and 195 St. Paul Street.

BELHOUSE, DAVID & SON
DIRECT AGENTS FOR IRON MASTERS,
Also general iron manufacturers. Messrs.
Phillips & Hill, Franklin Works, Sheffield,
Patent Galvanised Iron Works, Birmingham,
England.
49 St. François-Xavier Street.

BRYNEN & CO.
IMPORTER AND DEALERS IN HEAVY
HARDWARE.
442 St. Paul Street.

CRATHERN & CAVERHILL
METAL AND HARDWARE IMPORTERS.
135 St. Paul Street.

CURRIE, W., & F. P., & CO.
IMPORTERS OF PIG IRON, BAR IRON,
Boiler plates, galvanised iron, Canada plates,
tin plates, boiler tubes, gas tubes, &c.
100 Grey Nunn Street.

DARLING, WM. & CO.
IMPORTERS OF HARDWARE,
30 St. S. J. Peter Street.

ELLIOTT, PHILLIPS & CO.
HARDWARE MERCHANTS,
Sole Agents for Wm. Jessup & Sons Steel
Manufacturers, Sheffield, England.
45 St. Peter Street.

EVANS, SAML. R.
GENERAL HARDWARE AGENT.
419 Notre Dame Street.

FABRE, GUSTAVE R.
COACH AND SADDLERY HARDWARE,
349 St. Paul Street.

FERRIER & CO.
HARDWARE AND METAL MERCHANTS,
Iron Steel, Tin and Canada Plates, Zinc,
Nails, Axes, Rope, Powder, &c.
24, 26 and 28 St. François Xavier Street.

FROTHINGHAM & WORKMAN
WHOLESALE HARDWARE MERCHANTS,
405 St. Paul Street.

GOODE, JOHN B.
HARDWARE AND METAL AGENT,
470 St. Paul Street.

HALDIMAND & CO
IMPORTERS OF SHELF AND HEAVY
HARDWARE.
253 and 255 St. Paul Street.

HEUSER, E.
IMPORTER OF HARDWARE.
22 & 24 Lemoine Street.

IRELAND, GAY & CO.
HARDWARE AND METAL MERCHANTS,
39 St. Peter Street.

KILBY, R. H.
HARDWARE,
346 St. Paul Street.

KIMMOND, W. L. & CO.
**HARDWARE, RAILROAD & STEAMBOAT
SUPPLY,**
393 St. Paul Street.

LASLETT & RUSSEL,
IRON STEEL AND HEAVY HARDWARE,
463 St. Paul Street.

LEPAGE, GERMAIN
DEALER IN SHELF AND HEAVY HARDWARE, STOVES, ETC.,
210 St. Paul Street.

LESLIE, A. C.
IRON AND HARDWARE AGENT.
443 St. Paul Street.

LETOURNEUX, C. H.
SHELF AND HEAVY HARDWARE MERCHANT.
261 and 263 St. Paul Street.

MEILLEUR, & CO.
DEALERS IN STOVES, REFRIGERATORS, &c.
553 Craig Street.

MORLAND, WATSON & CO.
IRON AND HARDWARE,
385 St. Paul Street.

MULHOLLAND & BAKER
IRON AND HARDWARE MERCHANTS,
25 to 35 St. François Xavier Street.

PORTER & CO.,
METAL AND HARDWARE BROKERS.
Agents for Messrs John Stewart & Co., Glasgow
Iron Works, Glasgow, and F. W. Moss, of Moss &
Dumble, Manufacturers of Steel Pipes, Saws, Tools,
&c. Franklin Works Sheffield, Messrs Phillips &
Hill, Patent Galvanised Iron Works, Birmingham,
England.
3 Union Buildings, 41 St. François-Xavier street.

PENK, BENNY & CO.
MANUFACTURERS OF CUT NAILS.
Cinch and Patent Pinned Nails, Railroad and
Ship Spikes, &c.
391 St. Paul Street.

PREVOST, Z. & CO.
HARDWARE MERCHANTS,
269 St. Paul Street.

PROWSE, BROS.
**GALVANIZED IRON CORNICE MANUFACTURERS HOINKFURNISHING
HARDWARE STOVES, IRON
BEDSTEADS, ETC.**
224 St. James Street.

SIMPSON, WHITEHEAD & CO.
COACH AND SADDLERY HARDWARE.
433 St. Paul Street.

SNOWDON, C. C. & CO.
IMPORTERS OF BRITISH, AMERICAN
AND GERMAN SHELF AND HEAVY
HARDWARE.
454 and 456 St. Paul Street.

THURBER, ALEXANDER
HARDWARE & COMMISSION MERCHANT
461 St. Paul Street.

VILMAIRE, LEWIS
**SHELF AND HEAVY HARDWARE TIN
MANUFACTURER.**
197 and 199 St. Paul Street.

WILSON, A. A.
SHELF & HEAVY HARDWARE IMPORTER
Wood for Carriages, Paints, Oil, Varnish,
&c., &c.
287 and 289 St. Paul Street.

WILSON, JOS. A., & CO.
SHELF AND HEAVY HARDWARE.
Paints, Oil & Carriage Furniture,
223 and 225 St. Paul Street.

WILSON, THOS., & CO.
IMPORTERS OF SHELF AND HEAVY
HARDWARE,
218 St. Paul Street, Corner Jacques Cartier
Square and Commissioners Street.

HATS, CAPS AND FURS.
CORISTINE, JAMES & CO.
FELT HAT MANUFACTURERS AND WHOLESALE FUR DEALERS,
471 and 477 St. Paul Street.

DEVLIN'S
HAT AND FUR DEPOT,
416 Notre Dame Street, cor. St. Peter.

GREEN & SON
WHOLESALE HATS, CAPS AND FURS,
517 St. Paul Street.

BUSINESS CARDS OF PATRONS IN THE CITY OF MONTREAL.

HAEUSSEN & GNAEDINGER
WHOLESALE HATTERS AND FURRIERS,
134 St. Peter, and 12 Recollet Streets.

HENDERSON, JOHN & CO.
IMPORTERS AND MANUFACTURERS OF
HATS, CAPS AND FURS,
283 Notre Dame Street.

HOLLAND, M. & SON
MANUFACTURERS AND WHOLESALE
DEALERS IN FELT HATS,
508 St. Paul Street.

LEVIN B. & CO.
WHOLESALE HATTERS & FURRIERS
401 St. Paul Street.

McKENNESS
STRAW HAT MANUFACTURER,
19 Lemoine Street.

SAMUEL, W.
FURRIER, ETC.
367 Notre Dame Street.

VALIQUET, N. C.
HATTER AND FURRIER,
Also Dealer in Umbrellas, Ladies and Gen-
tlemen's India Rubber Cloaks and Coats,
1114 St. Antoine Street.

HOTELS.

ALBION HOTEL
DECKER, STEARNS & MURRAY,
141 McGill & St. Paul Streets.

CANADA HOTEL
A. BELIVEAU, PROPRIETOR.
This centrally situated first class hotel has been
entirely renovated and fitted up with all the
modern luxuries. Omnibuses at all trains
and steamers.
17 and 19 St. Gabriel Street.

OTTAWA HOTEL
C. S. BROWN, MANAGER.
C. S. BROWN & J. Q. PERLEY, PROPRIETORS.
246 St. James Street.

RICHELIEU HOTEL
J. B. DUCHROCHER, PROPRIETOR.
Large additions have recently been made to this
first class hotel. Buses to and from all
trains and steamers. Price \$2 p. day.
St. Vincent Street, corner Notre Dame,
Opposite Court House.

ST. LAWRENCE HALL
F. GERIKEN, PROPRIETOR,
139 St. James Street.

INSURANCE COMPANIES.

ETNA LIFE INSURANCE CO.
W. H. ORR, MANAGER.
All policies perfectly non-forfeiture,
At lowest cash rate.
126 St. James Street.

AGRICULTURAL INSURANCE CO.
E. H. GOFF, MANAGER,
Capital: \$500,000.
245 St. James Street.

BRITON MEDICAL AND GENERAL LIFE
ASSOCIATION OF LONDON, ENGLAND.
JAMES R. M. CHIPMAN,
(Manager for Canada.)
Capital and invested funds upwards \$4,000,000.
12 Place d'Armes.

CANADA LIFE ASSURANCE CO.
R. POWNALL, AGENT FOR QUEBEC.
Assets over \$2,000,000.
196 St. James Street.

CANADA GUARANTEE CO.
EDWARD RAWLINGS, MANAGER,
40 St. John Street.

EQUITABLE LIFE ASSURANCE SOCIETY
OF UNITED STATES
R. W. GALE, MANAGER.
Assets \$18,000,000. Purely mutual.
198 St. James Street.

GUARDIAN ASSURANCE COMPANY OF
LONDON
(Established in 1821.)
Subscribers capital £2,000,000 Sigs.
ROBERT SIMS & CO., & GEO. DENHOLM.
General Agents.
Merchant's Exchange.

LANCASHIRE INSURANCE CO.
Capital £2,000,000 Sigs.
WILLIAM HOBBS, GENERAL AGENT,
5 Place d'Armes.

LIVERPOOL AND LONDON AND GLOBE
INSURANCE CO.
G. F. C. SMITH, AGENT FOR DOMINION.
Capital £10,000,000 Sigs.
Invested in Canada \$425,000.
16 Place d'Armes, corner St. James Street.

LIFE ASSOCIATION OF SCOTLAND
(Founded 1838.)
R. DILL, SECRETARY,
Accumulated funds £6,727,724.
99 St. James Street.

LONDON AND LANCASHIRE LIFE AS-
SURANCE CO.
ROBERT WAIN & STANCLIFFE,
Managers for Canada,
Capital assets \$9,000,000,
167 St. Peter Street.

LONDON ASSURANCE CORPORATION
ROMEO H. STEVENS, AGENT,
56 St. François-Xavier Street.

MUTUAL FIRE INSURANCE COMPANY
OF THE CITY OF MONTREAL
ALFRED DUMOUCHEL,
Secretary-Treasurer.
9 St. Lambert Street.

NEW YORK LIFE INSURANCE CO.
WALTER BURKE, MANAGER,
Assets over \$20,000,000.
Barron's Block, cor. St. James & St. John Sts.

NORTH BRITISH AND MERCANTILE
INSURANCE CO.
D. L. MACDOUGALL AND THOS. DAVIDSON,
Managing Directors.
North British Buildings, 72 St. François-
Xavier Street.

NORTHERN ASSURANCE CO.
(Established 1836)
TAYLOR, BROS., AGENTS,
Capital \$15,000,000.
45 St. François-Xavier Street.

OCEAN & INLAND MARINE INSURANCE
JOHN POPHAM, AGENT.
And Commissioner for Ontario, New Brunswick
& Nova Scotia.
93 St. François Xavier Street.

PHENIX FIRE ASSURANCE CO.
JAMES DAVIDSON, MANAGER,
GILLESPIE, MOFFATT & CO., AGENTS,
101 St. François Xavier Street.

QUEEN FIRE AND LIFE INSURANCE
CO. OF LIVERPOOL AND LONDON
Capital £2,000,000 Sigs.
J. McKAY FORBES,
Resident Secretary,
Chief office Liverpool, England,
91 St. James Street.

QUEBEC FIRE ASSURANCE CO.
HENRY C. SCOTT, AGENT,
Capital and assets \$9,000,000.
14 St. Sacrament Street.

RELiance MUTUAL LIFE ASSURANCE
SOCIETY
JAMES GRANT, RESIDENT SECRETARY,
101 St. James Street.

ROYAL INSURANCE CO.
ROUTH & TATLEY, CHIEF AGENTS,
Corner Hospital & St. François-Xavier Sts.

SCOTTISH AMICABLE LIFE ASSURANCE
SOCIETY, (CANADA BRANCH)
E. RAWLINGS, RESIDENT SECRETARY,
Also Manager of
Guarantee and Accident Companies,
Head office, 40 St. John Street.

SCOTTISH IMPERIAL INSURANCE CO.
Capital \$1,000,000.
H. J. JOHNSON, SECRETARY,
Merchant's Exchange Building,
98 St. Sacrament Street.

SCOTTISH PROVINCIAL ASSURANCE
COMPANY
GEO. WM. FORBES, SECRETARY,
Capital £1,000,000 Sigs.
223 St. James Street.

TRAVELLERS INSURANCE COMPANY
OF HARTFORD
FOSTER, WELLS & BRINDLEY,
General Agents,
119 St. James Street.

UNION MUTUAL LIFE INSURANCE CO.
CUNNINGHAM BROS., MANAGERS,
Assets over \$6,000,000.
99 St. François-Xavier Street.

IRON DEALERS AND MANUFACTURERS.

HUTCHINS, B.
SECRETARY-TREASURER OF THE VALE
COAL IRON MANUFACTURING CO.
188 & 190 McGill Street.

PECK, BENNY & CO.
MANUFACTURERS OF CUT NAILS,
CLINCH AND PATENT PRESSED NAILS,
RAILROAD & SHIP SPIKES, ETC.
391 St. Paul Street.

LAND SURVEYORS.

ANDREWS, GEORGE
LAND SURVEYOR.
82 St. Urbain Street.

BAUDRY, J. ALPHONSE U.
CIVIL ENGINEER, AND P. L. &
3 Place d'Armes Hill.

ELLIOTT, EDWARD
LAND SURVEYOR.
183 St. George Street.

LEATHER BELTING, &c.

HARDMAN, THOS. L. & CO.
MANUFACTURERS OF LEATHER, BELTING
AND FIRE ENGINE HOSE,
151 Canning Street.

WHALEY & WOODS
IMPORTERS, WOOLEN MANUFACTU-
RERS, FLOOR OIL CLOTH AND
LEATHER BELTING.
204 and 206 McGill Street.

LEATHER MERCHANTS AND TANNERS.

AMOS, A. & E.
IMPORTERS OF LEATHER,
122 St. Peter Street.

BLACK & LOCKE
LEATHER & COMMISSION MERCHANTS,
509 and 511 St. Paul Street.

BONNELL, WALTER
LEATHER, ETC.
9 and 11 St. Helen Street.

BRYSON, CAMPBELL
LEATHER DEALER,
Liberal advances made on all consignments.
18 Lemoine Street.

CASSILS, STIMSON & CO.
LEATHER MERCHANTS.
10 Lemoine Street.

DELORME, O.
DEALER IN LEATHER AND SHOE FIND-
INGS.
833 St. Paul Street.

DOUGALL, JOHN & CO.
LEATHER DEALERS AND COMMISSION
MERCHANTS,
472 St. Paul Street.

GALARNEAU, M. C.
LEATHER DEALER, SHOE FINDINGS,
279 St. Paul Street.

HEATH & NORTHEY
LEATHER MERCHANTS,
7 Lemoine Street.

KEROACK, A.
WHOLESALE DEALER IN LEATHER,
HIDES AND OIL.
503 St. Paul Street.

LAMONTAGNE, HECTOR
LEATHER MERCHANT AND SHOE FIND-
INGS, WHOLESALE & RETAIL.
394 St. Paul Street.

McDONALD, PERRAULT & CO.
LEATHERS AND SHOE FINDINGS,
305 and 307 St. Paul Street.

McLAREN, JOHN C.
SADDLERY IMPORTER, LEATHER,
BELTING AND HOSE MANUFACTURER,
12 Bonaventure Street.

PERRAULT, E.
(Of McDonald & Perrault.)
LEATHER MERCHANTS,
305 St. Paul Street.

SEATH, ALEXANDER
FOREIGN LEATHER AND SHOE MANU-
FACTURING GOODS,
16 Lemoine Street.

SEYMOUR, M. H. & SON
DEALERS IN HIDES, LEATHER, OIL AND
WOOL,
507 St. Paul Street.

SHAW, BROS. & CASSILS
TANNERS AND LEATHER MERCHANTS.
13 Recollet and 426 Notre Dame Sts.

TRIGG & SON
MANUFACTURERS AGENTS AND IM-
PORTERS OF BOOTS AND SHOES,
Laces and Lamp Wicks, Manufacturers of
Rosettes, Shoe Findings, &c.
232 McGill Street.

LITHOGRAPHERS AND ENGRAVERS.

MARION, JULES
WOOD ENGRAVER.
212 Notre Dame Street.

ROBERTS, W.
LITHOGRAPHER,
83 St. James Street.

THE BURLAND DESBARATS & CO.
GENERAL ENGRAVERS, LITHOGRAPHERS,
PRINTERS & PUBLISHERS,
115 St. François-Xavier Street, opposite
P.O., and 319 St. Antoine Street.

WALKER, J. H.
WOOD ENGRAVER.
99 St. James Street.

LOOKING-GLASS, PICTURE FRAMES, &c.

PELL, A. J.
LOOKING-GLASS & PICTURE FRAME
MANUFACTURER, GILDER, &c.
Also Sewing Machine Agent,
245 Notre Dame Street.

POLLOCK, JAMES K.
CAYER, GILDER, LOOKING GLASS, PIC-
TURER FRAMES AND PAPER PARTOUT
MANUFACTURER.
13 Bleury Street.

LUMBER DEALERS, &c.

BELLE, C. E.
CROWN LAND TIMBER AGENT.
50 St. James Street.

BULMER, H. J.
LUMBER MERCHANT.
124 St. Charles Borromée Street.

DONNELLY, P. & F.
LUMBER MERCHANTS.
234 and 653 Craig Street.

MAXWELL, E. J. & CO.
DEALERS IN SEASONED PINE HARD-
WOOD & BLACK WALNUT LUMBER,
Etc., Etc.
715 Craig Street.

McLAUVAN & TUCKER
LUMBER MERCHANTS.
And Manufacturers of Sawn Lumber, Dressed
Flooring, Doors, Mouldings and Blinds, mould-
ings, etc.
St. Gabriel's Place Mews & Planing Mills.
St. Gabriel's Lock.

OSTELL, JOHN
LUMBER MERCHANT AND MANUFAC-
TURER OF DOORS, SHUTTERS, BLINDS
AND MOULDINGS.
Works, St. Gabriel Locks, Lachine Canal,
8-rooms, 761 Craig Street.

RUTHERFORD, WM.
GENERAL LUMBER DEALER AND MA-
NUFACTURER.
Office 897 Dorchester Street.

SHEARER, JAMES
LUMBER MERCHANTS MANUFACTURER
of Doors, Shakes, Blinds, Mouldings, Ar-
chitraves, etc.
St. Gabriel Locks Lachine Canal.

WARD, J. H.
LUMBER MANUFACTURER & MERCHANT
Buller's Mills.
Côte St. Antoine.

**MAP PUBLISHERS AND COL-
ORISTS.**

NEHER, MARTIN
MAP AND PRINT COLORER,
23 and 25 St. Nicholas Street.

TACKABURY, G. N.
PUBLISHER OF TACKABURY'S MAPS
OF CANADA, AND THE NEW TOPO-
GRAPHICAL ATLAS OF THE
DOMINION
Montreal, Toronto and London.
Sole Agents wanted.

**THE BURLAND DESBARATS LITHO-
GRAPHIC COMPANY**
"JOHNSTON'S NEW MAP OF THE DO-
MINION OF CANADA."
"Map of the Province of Quebec."
"Official Map of Montreal."

H. F. WALLING
AUTHOR & PROPRIETOR OF "MAP OF
CANADA WEST," "NEW ATLAS
OF DOMINION," ETC.
Montreal.

NOTARIES, ADVOCATES, &c.

ARCHAMBAULT & HUGHES
NOTARIES, CONVEYANCERS AND REAL
ESTATE AGENTS.
53 St. James Street.

BEARD, L.
NOTARY PUBLIC,
10 St. James Street.

BRAULT, H. A. A.
NOTARY PUBLIC.
16 St. James Street.

BRODIE, H.
NOTARY,
59 St. François Xavier Street.

BUREAU, HON. J. O.
NOTARY PUBLIC,
90 St. François Xavier Street.

COUTLÉE, J. L.
(Of Jobin & Coutlée.)
NOTARY AND COMMISSIONER
For Quebec and Ontario.
5 Ste. Thérèse Street.

DESJARDINS, ARTHUR
ADVOCATE,
Dominion Buildings, 53 St. James Street.

DESROSIERS, LOUIS A.
(Successor of the late P. Mathieu, N. P.)
NOTARY PUBLIC.
20 St. Vincent Street.

HALL, WM. A., B.C.L.
NOTARY PUBLIC,
34 St. James Street.

HOULE, A.
ADVOCATE.
6 St. James Street.

HUNTER & CUSHING
NOTARIES PUBLIC.
J. S. Hunter. C. Cushing.

LAMOTHE, P.
NOTARY PUBLIC,
34 St. James Street.

LIGHTHALL & KITSON
NOTARIES PUBLIC AND CONVEYANCERS.
Commissioners for Ontario.
44 St. James Street.

PAPINEAU, PAPINEAU & DURAND
NOTARIES PUBLIC,
32 St. James Street.

PEPIN, HENRI P.
NOTARY PUBLIC,
6 St. James Street.

PERRAULT, M.
NOTARY PUBLIC,
335 Lagachetière Street.

MACHINISTS, &c.

FORD, JOHN C.
MACHINIST AND MODEL MAKER.
598 Craig Street.

LAURIE, JOHN & BRO.
ENGINEERS AND MACHINISTS,
General repairing attended to
Rogers & Kings' building, 637 Craig St.

OUTREM, G.
DOMINION FILE WORKS.
St. Gabriel's Locks.

SAVAGE, A. B.
DOMINION MACHINERY DEPOT
For the sale of new and second hand machinery.
654 Craig Street.

SCOTT, G. & CO.
PATTERN & MACHINE WORKS, MANUFAC-
TURING OF PRINTERS' MATERIAL,
GLASS, MOULDING, ETC., ETC.
637 Craig Street.

MANUFACTURER'S AGENTS

BELLHOUSE, DAVID & SON
DIRECT AGENTS FOR IRON MACHINERY.
And also iron manufacturers generally.
59 St. François Xavier Street.

CUNNINGHAM BROS.
GENERAL MERCHANTS AND MANU-
FACTURERS AGENTS.
43 St. François Xavier Street.

FRASER, FRANCIS
MANUFACTURERS AGENT AND COM-
MISSION MERCHANT.
Window Glass, Glass-ware, and Fancy Bohemian
Glass-ware, etc. English Cutlery, Silverware, etc.
223 McGill Street.

MARTIN CHAS.
MANUFACTURER
Of the Cardinal Food for Aged & Invalids,
French Ball & Liquid Warming Biscuits, Importer of
Printers & Letter-presses, Colour, House, Powder
& Paper. Agent for German & American Colours
Paint. Dr. Burbaum's Rheumatism & Gout Re-
medies.
43 St. Peter Street.

MARTIN JOHN.
UNDERGROUND GAS MACHINE
For Lighting Buildings, Churches & Public Buildings
Having 30 per cent on City Gas. Pumps, Gas and
Steam Fuses, Dealers in English and American Gas
Fittings. Sole Agents for the Dominion.
25 & 27 St. Antoine Street.

MORGAN, JAS. VAUGHAN
GENERAL AGENT FOR THE PATENTED
CARBON FILIER CO., and
the Patent Plumbago & Marble Co. of London, Eng.
75 St. James Street.

ROSS, P. S. & BROS.
GENERAL HARDWARE AGENT, AND
DEALERS IN PIPE, IRONSHIP CHADLERY,
Etc.
10 Grey Nun Street.

SAVAGE, ALBERT B. & CO.
MANUFACTURERS AGENTS & COMMIS-
SION MERCHANTS, HARDWARE
AND METALS.
634 Craig Street.

MARBLE CUTTERS & DEALERS

**CHAMPLAIN MARBLE QUARRY AND
LIME CO.**
H. BENJAMIN, MANAGER,
R. M. LEE, SECRETARY.
Depot, Tanneries West.
Office 194 St. James Street.

FORSYTH, R.
Canada Hydraulic Marble Works.
IMPORTER AND MANUFACTURER
Of Marble and Scotch Granite Monuments.
Branches: 82 King Street West, Toronto. Cor. of
Barrington & Beckett Street, Halifax. Smith's
Building, Prince William Street, St. John, N.B.
Office 130 Bleury, Corner Dorchester Street.
Mills 252 William Street, St. Gabriel Locks.

MARIOTTI, C.
SCULPTOR,
Importer & Manufacturer of Marble Monuments,
Sarcophagi, Mantel-pieces, etc.
Victoria Marble Works, 41 to 47 Bag-Ende St.

MAYOR, JAMES & CO.
SCULPTORS,
Importers and Manufacturers of every descrip-
tion of Granite Works, Designs, etc.
Corner of Ste. Catherine & Alexander Streets.

TANSEY & O'BRIEN
MARBLE CUTTERS.
61 St. Alexander Street.

METAL MERCHANTS.

CARVILL, BARR & CO.
IRON, TIN PLATES, METALS, &c.
9 St. John Street.

COPLAND & McLAUREN
MANUFACTURERS AND DEALERS
In all kinds of Founders & Moulders Supplies,
Metals, Coal, Fire Bricks, etc.
Wellington Mill's, Corner of Wellington &
Grey Nun Streets.

CRATHERN & CAVERHILL
METAL & HARDWARE MERCHANTS.
135 St. Peter Street.

CURRIE, W. A. F. & CO.

IMPORTERS
Of Pig Iron, Bar Iron, Boiler Plates, Galvanized
Iron, Canada Plates, Tin Plates, Boiler
Tubes, Gas Tubes, etc., etc.
100 Gray Nun Street.

ROBERTSON, JAMES.
METAL MERCHANT & MANUFACTURER.
CANADA LEAD & SAW WORKS.
20 Wellington Street.

MILLS AND FACTORIES.

CONVERSE, JOHN A.
CANADA CORDAGE FACTORY
And Planter Mills, St. Gabriel Locks, Lachine
Canal.
City Office, 1638 St. James Street.

LANGLANDS, JAS.

SPICE MILLS.

39 St. Gabriel Street.

MURRAY, HERON & CO.
TRADE COFFEE & SPICE STEAM MILLS.
67 McGill Street.

MOUNT ROYAL FLOUR MILLS,
JAMES PARKYN.
Côte St. Paul.

MONTREAL ROLLING MILLS.
HENRY W. MOCOCK, SECRETARY.
St. Gabriel Locks, Lachine Canal.

NEWSPAPERS.

"CANADIAN ILLUSTRATED NEWS."
THE BURLAND-DEBARATS CO.
PUBLISHERS.
314 St. Antoine Street.

THE "GAZETTE"
T. & R. WHITE, PUBLISHERS.
Office Corner Craig & St. François Xavier
Street.

"LA MINERVE."
DUVERNAT & CO., PUBLISHERS.
Notre Dame Street.

"LE NOUVEAU MONDE."
ALPH. DESJARDINS, EDITOR.
31 St. Gabriel Street.

"L'OPINION PUBLIQUE."
J. A. MONSEAU,
Editor and Proprietor.
16 St. James Street.

"LE NATIONAL."
LOUIS LAFRAMBOISE, PROPRIETOR,
N. AUBIN, Editor.
A Daily and Weekly French Newspaper.
73 St. James Street.

"THE EVENING STAR."
GRAHAM & Co., Publishers & Proprietors,
Also of "The Family Herald" per annum \$1.25.
"The Star" daily per Annum: \$3.00
624 Craig Street.

"THE WITNESS."
JOHN DOUGALL & SON PUBLISHERS.
Annual subscription: "Daily Witness," \$3.00.
"Tri-Weekly Witness," \$2.00; "Weekly Witness,"
\$1.00; "New Dominion Monthly Magazine," \$1.00
"Canadian Messenger," 25 cts.
Office St. James Street.

**ORGAN & PIANO FORTE IMPOR-
TERS & MANUFACTURERS.**

GOULD, JOSEPH.
IMPORTER OF PIANO-FORTES AND
CABINET ORGANS.
211 St. James Street.

HOOD THOS. D.,
FIRST PRIZE PIANO-FORTE MANU-
FACTURER,
183 St. James Street.

NEW YORK AND BOSTON PIANO-FORTE
COMPANY,

THOMAS A. HAINES, MANAGER,
432 Notre Dame Street.

WARREN S. R. & CO.,

ORGAN BUILDERS,

51 St. Joseph St., Old St. George Church,

PAINTERS, GLAZIERS, &c.

CRAIG ALEX.,
HOUSE, SIGN AND ORNAMENTAL
PAINTER,
8 Bleury Street.

GUERIN ALPHONSE,
HOUSE AND SIGN PAINTER,
Fresco Decorator, Paper Hanger, &c.,
Corner St. Urbain & St. Catherine Streets

KIMBER JAMES,
HOUSE, SIGN AND ORNAMENTAL
PAINTER,
71 Bleury.

LAFLEAME E.,
HOUSE, SIGN AND ORNAMENTAL PAINTER
Dealer in Paints and Crockery,
Wholesale & Retail,
91 and 93 St. Joseph.

L'ARIVE & LAURENT,
HOUSE & SIGN PAINTERS, GLAZIERS
AND DECORATORS.
Keep constantly on hand an assortment of
stock for the trade.
147 St. Lawrence Main Street.

THOMAS & CASTLE,
HOUSE, SIGN & DECORATIVE PAINTING,
ESTIMATES AND DESIGNS,
Given for Freezing Private Dwellings or
Public Buildings.
217 Fortification Lane.

PAINTS, OILS, &c.

ATWATER E. & CO.,
OIL, LEAD AND COLOR MERCHANTS,
Importers German Sheet Glass, &c., Agents
Florette Plate Glass Co. Varnish
Manufacturers.
17, 19 and 21 St. Nicholas Street.

DEVIS L. N.,
DEALER IN PAINTS, GLASS, BRUSHES,
PAPER-HANGING, HARDWARE, &c.,
313 St. Lawrence Main Street.

MAY S. H. & CO.,
IMPORTERS & DEALERS IN PAINTS &
OILS, SMITHWICK & GERMAN GLASS,
DRY COLORS, &c.,
474 St. Paul Street.

McARTHUR, J. & SON,
IMPORTERS PAINTS, OIL, VARNISHES,
WINDOW GLASS, &c.,
18 & 20 DeBrosses and 17 & 19 LeRoy
Streets.

McDUGALL, LOGIE & CO.,
IMPORTERS OF OILS, PAINT, COLORS,
VARNISHES, JAPANS, &c.,
367 and 369 Commissioners Street.

RAMSAY A. & SON,
IMPORTERS OF WINDOW GLASS, OILS,
PAINTS, &c.,
37, 39 and 41 Recollet Street.

SAVAGE ALFRED, & SONS,
OIL MERCHANTS & MANUFACTURERS,
Cor. St. John and St. Sacrament Streets.

PAPER BOX MANUFACTURERS, &c.

JELLYMAN E.,
PAPER BOX MANUFACTURER,
[582 Craig Street.

WILSON J. C. & CO.,
PAPER BOX AND FLOUR SACK MANU-
FACTURERS,
584 and 586 Craig Street.

PATENT BROKERS & SOLICITORS.

CABLE A. D.,
PATENT BROKER,
568 Craig Street.

REYNOLDS FRANCIS H.,
SOLICITOR OF PATENTS,
235 St. James Street.

PAPER MANUFACTURERS.

ANGUS, LOGAN & CO.,
PAPER MAKERS AND STATIONERS AND
PAPER IMPORTERS,
278 St. Paul Street.

BUNTIN ALEX., & CO.,
PAPER AND ENVELOPE MANUFACTU-
RERS,
345 St. Paul Street.

CRILLY JOHN, & CO.,
PAPER MANUFACTURERS,
524 and 526 St. Paul Street.

STATIONERS AND BOOKSELLERS.

BEAUCHEMIN C. O. & VALOIS,
BOOKSELLERS, PRINTERS, BOOKBIND-
ERS, STATIONERS AND BLANK BOOK
MANUFACTURERS,
237 and 239 St. Paul Street.

CHISHOLM C. R. & BROS.,
PUBLISHERS OF THE INTERNATIONAL
Railway and Steam Navigation Guide, con-
tains the Maps and Time Tables of the
Railways in Canada and the adjoining
States. For Sale by all Booksellers
and on all Railroad cars and
Steamboats.
162 St. James Street

DAWSON BROS.,
BLANK BOOK MANUFACTURERS,
159 St. James Street.

FIBRE & GRAVEL,
IMPORTERS OF FRENCH BOOKS, PAPER
Hangings, and French Patent Medicines,
219 Notre Dame Street

MILLAR W.,
STATIONER AND ACCOUNT BOOK MANU-
FACTURER,
94 St. Francois Xavier Street.

MORTON, PHILLIPS & BULMER,
(Successors to Robt. Graham). Established 1829,
ACCOUNT BOOK MANUFACTURERS AND
STATIONERS,
375 Notre Dame Street.

METSON B. J.,
BLANK BOOK MANUFACTURER,
St. Francois Street.

PARSLOW J.,
STATIONER AND ACCOUNT BOOK MANU-
FACTURER,
47 St. Francois Xavier Street.

PAYETTE CHARLES,
BOOKSELLER AND STATIONER,
WHOLESALE AND RETAIL,
259 St. Paul Street.

ROLLAND J. B. & FILS,
THE LARGEST FRENCH BOOK STORE
IN THE DOMINION,
12 and 14 St. Vincent Street.

WATSON R. J.,
BLANK BOOK MANUFACTURER,
St. Francois Street.

PHOTOGRAPHERS.

INGLIS JAMES,
PHOTOGRAPHER,
51 Bleury Street.

MARTIN JAMES,
PHOTOGRAPHER,
677 Craig Street.

NOTMAN WM.,
PHOTOGRAPHER TO THE QUEEN
Branches Halifax and Toronto.
15 and 17 Bleury Street.

PARKE J. O.,
PHOTOGRAPHIC AND PUBLISHER OF
STEREOSCOPIC VIEWS,
195 1/2 St. James Street.

PHYSICIANS AND SURGEONS.

BAYNES GEO. A.M.D., C.M.,
PHYSICIAN AND SURGEON,
686 Dorchester Street.

BELL JOHN, A.M., M.D.,
1 Beaver Hall Terrace, next St Andrews
Church.

BESSEY W. E. M.D., C.M., H.M., C.P.S.,
PHYSICIAN AND SURGEON,
8 Beaver Hall Terrace.

CAMPBELL FRANCIS W. A.M., M.D.,
L.R.C.P., LONDON,
PHYSICIAN AND SURGEON,
10 Phillips Place, Beaver Hall.

CHAPMAN CLARENCE J. H. M.A., M.D.,
ASSISTANT HOUSE SURGEON,
Montreal General Hospital.

CODERRE J. EMERY, M.D.,
PHYSICIAN AND SURGEON,
392 LaGauchetière Street.

CRAIG ANDRE BONIFACE, M.D.,
PHYSICIAN AND SURGEON, CHEMIST
AND DRUG STORE,
547 St. Lawrence St., h 88 St. Denis St.

CRAIK ROBT., M.D.,
PHYSICIAN AND SURGEON,
2 Phillips Square.

DAGENAIS A., M.D.,
ASSISTANT REDACTEUR DE L'UNION
MEDICALE DU CANADA,
233 LaGauchetière Street.

DUGDALE J. J.,
PHYSICIAN AND SURGEON,
564 Craig Street.

FENWICK G. E., M.D.,
PHYSICIAN AND SURGEON,
24 Beaver Hall Terrace.

FINNIE JOHN T., M.D.,
PHYSICIAN AND SURGEON,
578 LaGauchetière Street.

GAUTHIER SERAPHIN, M.D.,
193 St. Lawrence Main Street.

HOWARD R. P., M.D.,
47 Union Avenue.

KENNEDY RICHARD G., M.A., M.D., C.M.,
PHYSICIAN AND SURGEON,
44 Bleury Street.

LEBLANC L. J. B., L.D.S.,
218 Notre Dame Street.

MACBRAIN DAVID B., M.D.,
THE MODERN TURKISH OR ROMAN
Bath, the Swedish Movement Cure,
140 St. Monique Street.

MACCALLUM D. C., M.D.,
Union Avenue, next the English Cathedral.

MAJOR GEO. W., B.A., M.D.,
PHYSICIAN AND SURGEON,
520 Craig Street.

MULLER FRED., M.D.,
HOMOEOPATHIC PHYSICIAN,
82 Union Avenue, opposite Cathedral.

NELSON WOLFRED, M.D., C.M.,
1 St. James Place, 99 Canning.

PELTIER HECTOR, M.D.,
PHYSICIAN AND SURGEON,
692 Craig Street.

RODDICK T. G., M.D.,
PHYSICIAN AND SURGEON,
557 Dorchester Street.

ROSS GEORGE, A.M., M.D.,
PHYSICIAN AND SURGEON,
19 Place d'Armes Hill.

SMITH W. PRIMROSE, M.D.,
PHYSICIAN AND SURGEON,
44 Beaver Hall Terrace.

TABB J. E., M.A., M.D.,
PHYSICIAN AND SURGEON,
18 Radogonde Street.

TURGEON L. G., M.D.,
PHYSICIAN AND SURGEON,
698 St. Catherine Street.

WANLESS JOHN R., M.D.,
646 Palace Street.

WEBB JAMES STACEY, M.D.,
617 Craig Street.

WILKINS GEORGE, M.D., M.R.C.S., ENG.,
PHYSICIAN AND SURGEON,
165 St. Antoine Street.

DENTAL SURGEONS.

ALLOWAY R. A., L.D.S.
SURGEON DENTIST,
30 Radegonde Street.

BAZIN J. A., L.D.S.,
SURGEON DENTIST,
36 Beaver Hall Terrace.

BEERS W. GEO., L.D.S.,
SURGEON DENTIST,
40 Beaver Hall Terrace.

BREWSTER, CHARLES, L.D.S.,
38 Beaver Hall Terrace.

McGOWAN WM. R. M., L.D.S.,
*ALL WORK FIRST CLASS AND PRICES
REASONABLE.*
142 St. Lawrence Main Street.

WEBSTER J. H.,
SURGEON DENTIST,
232 Notre-Dame Street.

POST OFFICE DEPARTMENT.

KING F. F.,
POST OFFICE INSPECTOR,
Post Office Building.

LAMOTHE G.,
POSTMASTER,
Post Office Building.

PLUMBERS.

CUTHBERT & SON,
DOMINION BRASS WORKS, PLUMBERS,
Gas and Steam Fitters and Copper-Smiths,
Brass Founders and Finishers, &c.,
101 and 103 Queen Street.

PATTON RICHARD,
PLUMBER, GAS AND STEAM FITTER,
Importer and Dealer in Gas Furnishing
Goods; Sole Agent in the Dominion for
the Springfield Gas Machine;
744 Craig Street.

STATE JOHN,
*SELF-CLEANING HOT AIR FURNACES
FOR WOOD, COAL OR PEAT,
TINSMITH, GAS FITTER & PLUMBER,*
123 Bleury Street.

PRINTERS.

BECKET J. C.,
STEAM BOOK AND JOB PRINTING,
180 St. James Street.

BELL D. & CO.,
BOOK AND JOB PRINTERS,
364 Notre-Dame Street.

BURLAND DESBARATS,
LITHOGRAPHIC AND PUBLISHING CO.,
319 St. Antoine Street.

CALLAHAN F.,
BOOK AND JOB PRINTER,
35 St. John Street cor. Notre-Dame.

LOVELL PRINTING AND PUBLISHING
COMPANY,
JOHN LOVELL MANAGING DIRECTOR,
25 St. Nicholas St. and Houses Point, N.Y.

WATKINS JOHN A.,
FOREMAN,
LOVELL PRINTING AND PUBLISHING CO.
54 1/2 Hypolite Street.

WILSON JOHN,
BOOK AND JOB PRINTER,
47 St. John Street.

RAILWAYS, STEAMBOATS, EXPRESS COMPANIES, &c.

ALLAN LINE OF STEAMERS.
H. & A. ALLAN.

CANADIAN NAVIGATION COMPANY
DAILY LINE OF STEAMERS
Between Montreal and Hamilton and interme-
diate Ports,
ALEX. MILLOY, Agt., G. ROBINSON, Secy.,
177 St. James Street.

CANADIAN EXPRESS CO.,
G. CHENNEY Supt. D. T. IRISH, Agt.
84 and 86 St. Francois Xavier Street.

GRAND TRUNK RAILWAY OF CANADA,
JOSEPH KICKSON, Secretary Treasurer,
WM. WAINWRIGHT, Gen. Passenger Agent,
General Offices, Point St. Charles.

NORTH SHORE RAILWAY.
LIBERT CHANDLER,
Resident Engineer.

OTTAWA RIVER NAVIGATION CO.
DAILY LINE OF STEAMERS
Between Montreal and Ottawa.
CAPT. R. W. SHEPHERD, President,
13 St. Bonaventure Street.

QUEBEC AND GULF PORTS S. S. CO.,
O'GRADY & HEUBACH,
303 Commissioners Street.

RICHELIEU NAVIGATION CO.,
MONTREAL AND QUEBEC STEAMERS,
J. R. LAMÈRE, Gen. Manager,
J. N. BEAUDRY, Secretary-Treasurer.
228 St. Paul and 187 Commissioners St.

SOUTH EASTERN RAILWAY,
Hon. A. B. POSTER, Manager;
A. B. CHAFFEE, Sec.-Treas.
Head Office, 202 St. James Street.

TRACHEMONTAGNE J. G.,
*FORWARDER AND STEAMBOAT
OWNER,*
309 Commissioners Street.

WHITEHALL TRANSPORTATION CO.,
*BETWEEN MONTREAL, NEW YORK,
Philadelphia, and Intermediate Points on Hudson
River, Champlain Canal, Lake Champlain,
Champlain and St. Lawrence Rivers.*
E. E. DAVIS, President; R. H. COOK, Sec.-Treas.
Agents—G. H. Platt, 102 Wall Street, New York;
W. F. Torrance Montreal; C. S. Pierce, St. Johns.
303 Commissioners Street.

ROOFERS.

BANGS I. L. & CO.,
*MANUFACTURERS OF FELT
And Gravel Roofing, Felt, Concrete and Slate
Roofing (Patented Roofers),*
783 Craig Street.

REED G. W.,
SLATE AND METAL ROOFER.
785 Craig Street.

REAL ESTATE AGENTS.

GEDDES H. H.,
REAL ESTATE AND INVESTMENT AGT.
95 St. Francois Xavier Street.
N.B.—Parties desiring to sell their Property, are
respectfully requested to communicate with the
subscriber. No charge for advertising or commis-
sion will be made if a sale is not effected.

PLAMONDON L.,
REAL ESTATE AND INVESTMENT AGT.
35 St. James Street.
N.B.—Parties desiring to sell their Property are
respectfully requested to communicate with the
subscriber. No charge for advertising or commis-
sion will be made if a sale is not effected.

SADDLERS.

IRWIN J. & R.,
SADDLERS AND HARNESS MAKERS
(Established 1835.)
165 McGill Street.
McLAREN JOHN C.,
*SADDLERY EMPORIUM, LEATHER
BELTING AND FIRE ENGINE HOSE
MANUFACTURER.*
12 Bonaventure Street.

SCALE MANUFACTURERS.

COLLINS D.,
*MANUFACTURER OF COUNTER AND
PLATFORM SCALES,*
23 St. Thérèse Street.
FAIRBANKS & CO.
*PURCHASE ONLY THE GENUINE FAIR-
BANKS SCALES, THE STANDARD,*
(Established 1830.)
403 St. Paul Street.

SAFE MANUFACTURER.

EDWARDS CHAS. D.,
SAFE AND LOCK FACTORY,
49 St. Joseph Street.

SEWING MACHINE AGENTS.

HARVEY GEO.,
DEALER IN ALL KINDS OF
1st class Family and Manufacturing Sewing Ma-
chines and findings.
341 Notre-Dame Street.

LAWLOR J. D.,
Established in Canada 1861.
*MANUFACTURER OF SINGER'S, B. P.
HOWE'S & LAWLOCK'S SEWING
MACHINES,*
365 Notre-Dame Street;
Office, 44 Nazareth Street.

C. W. WILLIAMS MANUFACTURING COY.,
SEWING MACHINES AND FOUNDERS,
Manufacturers of the Singer, Family, Manu-
facturing Machines for domestic use and
exportation.
Office & showrooms, 347 Notre-Dame St.

SHIPPING AND PRODUCE AGENTS.

ARMSTRONG BROS.,
*PRODUCE AND COMMISSION MER-
CHANTS,*
No. 1 up to 19, Commissioners Street.

COCHRANE G. A.,
PRODUCE AND SHIPPING MERCHANT,
104 Grey Nun Street.

DRUMMOND, CASSELL & CO.,
*RAILWAY SUPPLIES, IRON, SLATE AND
SHIPPING.*
Now Rockland Slate Coy., Manufacturers of
Roofing Slate.
Union Buildings, 43 St. Francois Xavier.

MILLAR & JONES,
FORWARDERS AND SHIPPING AGENTS,
10 St. Nicholas Street.

THOMPSON, MURRAY & CO.,
GENERAL SHIPPING AGENTS,
Agents Canada Shipping Co.,
1 Custom House Square.

SHIRT AND COLLAR MANIFTR.

COX JAMES,
SHIRT AND COLLAR MANUFACTURER,
570 Craig Street.

MEAD J. R. & Co.,
SHIRT AND COLLAR MANUFACTURERS,
442 St. Paul Street.

MYERS JAMES H. & CO.,
*MANUFACTURERS OF THE PATENT
PREMIUM SHIRT,*
282 Notre-Dame Street.

RICE BROS.,
PAPER COLLAR MANUFACTURERS,
576 to 582 Craig Street.

SMITH W. A. & CO.,
*WHOLESALE MANUFACTURERS OF
SHIRTS, COLLARS, PAPER COLLARS,
SILK BOWS AND TIES, IMPORTERS OF
SCARFS, GLOVES, HOSIERY AND FANCY
GOODS,*
20 St. Helen Street.

TAILORS.

BOONC.,
MERCHANT TAILORS,
27 St. Lawrence Main Street.

KENNEY & McKEOWN,
MERCHANT TAILOR,
26 St. Lawrence Main Street.

RITCHOT L. N. A.,
MERCHANT TAILOR,
63 and 65 St. Sulpice Street.

TOBACCO MANUFACTURERS.

DAVIS S. & CO.,
*MANUFACTURERS AND IMPORTERS OF
CIGARS, SOLE MANUFACTURERS OF
THE CELEBRATED CABLE CIGARETS,*
14, 16 and 18 Hospital Street.

DUBORD A. & CO.,
*TOBACCO AND SNUFF MANUFAC-
TURERS,*
277 and 229 St. Paul Street.

GLOBENSKY L. A. & CO.,
IMPORTERS OF
Tobacco, Cigars, and Fancy Goods, Wholesale,
271 St. Paul Street.

McDONALD W. C.,
*TOBACCO MERCHANT AND MANUFAC-
TURER,*
Office, 352 Notre-Dame Street.
Manufactory 168 Water Street.

TELEGRAPH COMPANIES.

DOMINION TELEGRAPH COMPANY,
C. E. HOSMER, MANAGER, MONTREAL
OFFICE AND SUPT. EASTERN
DIVISION.

87 and 89 St. Francois Xavier Street.

MONTREAL TELEGRAPH COMPANY,
JAMES DAKERS, SECRETARY,
Cor. St. Francois Xavier and St. Sacrament
Streets.

TRUST AND LOAN COMPANIES, &c.

TRUST AND LOAN COMPANY OF CANADA,
JUDAH & WURTELE, SOLICITORS.
F. C. Judah, J. L. C. Wurtele,
Commissioner Ont., Q.C.

ARTISANS MUTUAL BUILDING SOCIETY.
CHARLES L. CARMEL, Secretary-Treasurer.
13 St. James Street.

DOMINION BUILDING SOCIETY.
F. A. QUINN, SECRETARY-TREASURER.
55 St. James Street.

NEW CITY GAS COMPANY.
J. F. SCRIVER, SECRETARY.
1 St. James Street.

PERMANENT BUILDING SOCIETY OF
JACQUES CARTIER.
W. BERTHAUME, PRESIDENT; A.
BRUNET, SECRETARY.
38 St. James Street.

YOUNG MEN'S CHRISTIAN ASSOCIATION.
A. SANDHAM, SECRETARY.
Free Reading Room open daily from 8 a.m. till
10 p.m.
Cor. Craig and Victoria Square.

VARNISH MANUFACTURERS.

BAYLIS, WILKES & CO.,
MONTREAL VARNISH CO., MANUFACTURERS OF VARNISHES, JAPANS & PRINTING INKS, &c.
22 Nazareth Street.

JAMIESON R. C. & CO.,
MANUFACTURERS OF VARNISHES AND JAPANS; Importers of Oils, Paints, Colors, Spirits of Turpentine, &c.
3 Corn Exchange.

WINE AND SPIRIT MERCHANTS.

LEWIS W. F. & CO.,
WINE MERCHANTS,
27 and 29 St. Sacramento Street.

KRUZEJ,
IMPORTER OF WINES, SPIRITS AND CIGARS.
371 St. Lawrence Main St.

MULLIN J. E. & CO.,
WINE AND SPIRIT MERCHANTS,
18 College Street.

STUART F. F. & CO.,
WINE AND LIQUORS WHOLESALE
6 DeBrosses and 5 Leroy Sts.

WIRE WORKS.

BARNES & CO.,
DOMINION WIRE WORKS,
Wire Cloth, Wire Work and Bird Cage Manu-
factory, Wholesale and Retail.
19 St. Margaret Street.

OVEREING THOMAS,
PRACTICAL WIRE WORKER,
And Manufacturer of Fencing and Cylinder
Cloths for Paper Mills, Wire Cloth, Sieves,
Riddles, Meat Sifters, &c., Cemetery,
Garden and Farm Fencing
made to order.
757 Craig St. West of Victoria Sq.,
P.O., Box 1925.

RICE T. G.,
MONTREAL WIRE WORKS,
MANUFACTURER OF WIRE CLOTH AND
ORNAMENTAL WIRE WORK.
569 Craig Street.

MISCELLANEOUS.

BANQUE VILLE MAIRE.
P. A. FAUTEUX, CASHIER.
14 St. Lambert Hill.

BEAUDRY & DUFRESNE,
WATCH MAKERS AND JEWELLERS.
180 Notre Dame Street.

BOISSEAU, A.,
PORTRAIT PAINTER.
SUPT. OF FREE READING ROOM LIBRARY,
111 Notre Dame Street.

CANADIAN RUBBER CO.,
MANUFACTURER OF RUBBER SHOES
AND BELTING.
Francis Scholes, Manager,
335 St. Paul Street.

CANTIN, AUGUSTIN,
SHIPBUILDER.
694 St. Joseph Street.

CHILDS, CHAS.,
MANUFACTURER OF BOOT AND SHOE
LASTS, AND SOLE CUTTING DIES.
112 Queen Street.

COLLINS, D.,
MANUFACTURER OF COUNTER & PLAT-
FORM SCALES.
23 St. Thérèse Street, Corner of St. Gabriel.

CORNISH, REV. GEORGE, LL.D.,
PROFESSOR OF CLASSICS.
McGill College.

DAVID GUILLAUME,
GENERAL AGENCY OFFICE,
(Established 1856.)
31 St. Vincent Street.

DAVIS, PERRY & SON,
PROPRIETORS OF PAIN KILLER,
AND PATENT MEDICINE AGENTS.
377 St. Paul Street.

DE CASTRO SYRUP CO.,
SYRUPS.
H. J. TUFFIN, Secretary-Treasurer.
88 King Street.

FAIR & BAILLE,
ACCOUNTANTS.
217 St. James Street.

HOCHELAGA CONVENT.
MOTHER STANISLAUS,
Superior.

MAJOR EDWARD J.,
STOCK BROKER.
353 Notre Dame Street.

McLAREN W. D. & CO.,
SOLE MANUFACTURERS OF THE CELE-
BRATED COOK'S FRIEND BAKING
POWDER.
219 St. Lawrence Main Street, 51, 53, 55
& 57 College Street.

MARTIN GEO.,
DEALER IN PHOTOGRAPHIC MAT-
RIALS.

191 St. Peter Street.

MURPHY, MILES,
COAL & WOOD MERCHANT.
Office & Yard, 135 St. Bonaventure Street.

MURRAY, MIDDLEMISS & CO.,
COMMERCIAL AGENCY,
Montreal, Toronto, Hamilton, St. John
and Halifax.

RA. H. M. L.,
AGENT AND PROPRIETOR
Of Cadastral Plans for City & Parish of Mon-
treal & City Canvasser.
53 St. James Street.

SALOIS, N.,
CROWN OFFICE.
Court House.

SCHILLER, C. E.,
CLERK OF THE CROWN,
Crown Office, Court House.

SMITH, L. F.,
(At Brown & Claggett's.)
SALESMAN.
434 Notre Dame Street.

SMITH, C. E.,
IMPORTER & BREEDER OF CHOICE
POULTRY,
Dark & Light Brahmas, Buifs & Partridge Co-
chins & Brown & Aylesbury Ducks.
290 Upper University St., Box 549 1/2 P. O.

STONEHAM, T. F.,
MANUFACTURER
of Transparent Window Shades and Blinds
Blinds of all sizes, for Store, Office, Dwelling,
Church, etc.
353 Notre Dame Street.

TABB, H. N.,
MANUFACTURER OF BEER PUMPS.
698 Craig Street.

VERREAU, M. L'ABBÉ H. A.,
PRINCIPAL OF JACQUES CARTIER
NORMAL SCHOOL.
136 Notre Dame Street.

VALOIS, REV. L. E. A.,
R. C. PRIEST.
Hochelaga.

WILSON, J. C. & CO.,
PAPER BAG & FLOUR SACK MANU-
FACTURERS.
581 and 586 Craig Street.

WILSON, ANDREW
IMPORTER AND DEALER
IN DRAIN PIPES, FIRE BRICK, FAIRBANK
CEMENT, &c.
545 Craig Street.

SOREL.

ALLEN A. A., M.A.,
CLERGYMAN OF THE CHURCH OF
ENGLAND.

BERNARD REV. A.,
PRIEST, DIRECTOR OF THE COLLEGE.

BRAMLEY G. H.,
UNITED STATES CONSULAR AGENT.

CARDIN L. P. P.,
NOTARY PUBLIC, &c.

CARTIER L. E. D.,
NOTARY PUBLIC.

CREBASSA J. G., JUN.,
CLERK OF THE CORPORATION OF
SOREL.

CREBASSA J. G.,
NOTARY PUBLIC, &c.

DUNFORD A. D.,
MANAGER MOLSON'S BANK.

GEOFFRION F., M.P.,
NOTARY.

GERMAIN A.,
ADVOCATE.

GEUVIERMONT J. B.,
SENATOR.

GILL C., M.P.P.,
ADVOCATE.

GOUIN A. N.,
PROTHONOTARY.

KELLY W.,
GENERAL MERCHANT.

LIMAN & SON,
PROPRIETORS SOREL DISCUT
BAKERY.

MATHIEU M., M.P.,
ADVOCATE.

MILLNER W. H.,
PARISH PRIEST.

McCARTHY D. & J.,
SHIP BUILDERS.

MORGAN J.,
GENERAL MERCHANT.

FICHE H.,
PROPRIETOR OF ROYAL VICTORIA
HOTEL.
First class accommodation.

PAYAN P.,
NOTARY PUBLIC.

SHEPPARD C. C.,
PROVINCIAL LAND SURVEYOR AND
CIVIL ENGINEER.

TAILLON A. A.,
MANAGER MERCHANTS BANK OF
CANADA.

WINTLE E. C.,
FORWARDER, &c.

THREE RIVERS.

J. N. BUREAU, ADVOCATE. (Formerly Mayor of Three Rivers.) BALGER H. M., WHOLESALE DEALER AND IM- PORTER OF HATS, FURS, BUFFALOES, &c. Shipper of the Raw Furs and Skins. BAPTIST G., & SONS, LUMBER MERCHANTS. DESILETS G., EDITOR AND PROPRIETOR DU "JOUR- NAL DE TROIS RIVIERES." DUMOULIN S., SHERIFF for District of Three Rivers. DEAN JAMES, LUMBER MERCHANT. Proprietor of THREE RIVERS, PLANING MILL, MANU- FACTURERS OF DOORS, WINDOWS, &c. FARMER T. G., PROPRIETOR OF BRITISH AMERICAN HOTEL. FRIGON L. G., DRY GOODS MERCHANT.	GERIN E., M.P.P., CONSTITUTIONNELS OFFICE. GENEST L. U. A., CLERK OF THE PEACE For the District of Three Rivers. GAUDET J. F., PROVINCIAL LAND SURVEYOR AND CIVIL ENGINEER. GODIN J. P., IMPORTER AND DEALER IN DRY GOODS. GOUIN G. A., LUMBER MERCHANT. HUBERT P., & SON, NOTARIES PUBLIC. HART G. E., PUBLIC NOTARY, AND Conveyancer, Commissioner and Insurance Broker.	McDOUGALL & SON, PROPRIETORS OF ST. MAURICE FORGES Manufacturers of COLD BLAST, CHARCOAL PIG IRON, also GENERAL MERCHANTS, &c. McKELVIE A. H., BLACKSMITH, FOUNDER AND MACHINIST; All Kinds of Machinery done on shortest notice. MALHOT H. G., M.P.P., ADVOCATE. NORMAND T. E., NOTARY PUBLIC AND MAYOR OF THREE RIVERS. REYNAR JOSEPH, ST. MAURICE LUMBER & LAND CO., Manufacturers and Dealers, POLETTE HON. A., JUDGE SUPERIOR COURT OF QUEBEC, Sitting and District of Three Rivers. SMITH JOHN, MANAGER QUEBEC BANK	SHORTIS J., IMPORTER AND DEALER IN TEAS, WINES AND LIQUORS AND GENE- RAL GROCERIES, PROVISIONS, &c. STAVELEY JAMES, AGENT For G. B. Hall of Quebec. THOMAS H. R. GOVERNMENT INSPECTOR OF PUBLIC WORKS STUTTARD W., PRESIDENT ST. MAURICE LUMBER AND LAND CO TURCOTTE ARTHUR, ADVOCATE. WOOLSEY J. V., MANAGER UNION BANK. WILLIAMS W. A. J., IMPORTER, Wholesale and retail dealer in JEWELRY AND FANCY GOODS. Agent for Lazarus, Morris & Co., Perfected Spectacles.
--	---	--	--

SHERBROOKE.

ARCHAMBAULT J. A., NOTARY PUBLIC and Official Assignee. BROWN H. B., PROPRIETOR AND PUBLISHER OF THE "SHERBROOKE NEWS." CABANA & BELANGER, ADVOCATES, Proprietors and publishers of the "PIONNIER DE SHERBROOKE." BROOKS E. F., ADVOCATE, M.P.P. for Town of Sherbrooke. BOWEN GEO. F., SHERIFF OF THE District of St. Francis. BRADLEY W. T., & CO., IRON AND BRASS FOUNDERS AND Machinists: manufacturers of Circular Board Mills Clayboard, Shingle, Lath and Planing Machines, Water Wheels and all kinds of Mill Gearing. BRODERICK D., PROPRIETOR-LIVERY STABLE. BOSTWICK A. D., ASSISTANT AGENT G. T. R. Station. BLAIS T. T., IMPORTER AND DEALER In Fancy and Staple Dry Goods, Ready-made Clothing, Boots Shoes &c., &c. CLARK E., JUSTICE OF THE PEACE For five Frontier Districts, including Montreal City.	CONNOLLY REV. DANIEL, WESLEYAN METHODIST MINISTER. CASWELL H. S., PRINCIPAL TEACHER In Public School. CAMIRAND J. C., M.D., PHYSICIAN AND SURGEON. DUFRESNE REV. A. E., CURE DE L'EGLISE ST. NICHOL. DEAN J., AGENT G. T. R. EASTERN TOWNSHIPS BANK, HEAD OFFICE AT SHERBROOKE Branches at: Waterloo, Stanstead, Cowansville, Richmond, Stanbridge, and Coaticook, Province of Quebec. FOSS E. J., POST MASTER AND AGENT OF THE CANADIAN EXPRESS CO. FELTON E. F., NOTARY PUBLIC. GRINDROD A. L., & CO., MANUFACTURERS OF WATER PROOF CLOTH AND FLANNEL HEPBURN H. S., PROPRIETOR OF THE MAGOG HOUSE. Omnibus to and from all Passenger Trains.	JOHNSTON J. B., DOCTOR OF MEDICINE. KING CHARLES, LIEUT. COL. BRIGADE MAJOR. LUMAS A., & SON, FLANNEL MANUFACTURERS. MORRILL R. D., MERCHANT. McKAY J. F., CARRIAGE TRIMMER AND HARNESS Maker, Dealer in Harness and Carriage Trimnings. McDOUGALL & INGRAHAM, PROPRIETORS OF PASUMPSIC HOUSE. A first class Livery connected. Guests conveyed to and from the Depot free. MURRAY W., IMPORTER OF WINES & LIQUORS, ALSO GENERAL PROVISION DEALER. PATON MANUFACTURING CO., EXTENSIVE MANUFACTURERS OF WOOLLEN GOODS. POULTER KATHON & CO., PROPRIETORS OF SHERBROOKE MAR- ble Works. Manufacturers of Italian and Ameri- can Marble Monuments, Head Stones and Cemetery work in general. Mantles in Marble and Slate, also Table Toys, Shelves, &c. REID REV. O. P., ENGLISH CHURCH MINISTER. ST. PETER'S CHURCH.	ROBERTSON HON. J. G., M.P., MINISTER OF FINANCE, ALSO MAYOR OF SHERBROOKE. RIOUX G. E., DISTRICT MAGISTRATE & ADVOCATE SANBORN HON. J. F., SENATOR DOMINION OF CANADA. SMITH, ELKINS MFG. CO., IRON AND BRASS FOUNDERS, MACHIN- ists, also Manufacturers of Smith's Patent Clay- board and Shingle Machine, Board Mill, Lath and Planing Machines, Water wheels and all kinds of Mill Gearing. THOMAS D., NOTARY, CONVEYANCER, COMMIS- SIONER AND GENERAL AGENT. WHITCHURCH C. W., DEPUTY SHERIFF. WOODWARD A. G., SECRETARY & TREASURER MUTUAL FIRE INSURANCE CO. WETHERALL O. T., PROPRIETOR EASTERN TOWNSHIPS Hotel, Livery in connection. Free Buses to convey Guests and Baggage to and from all Passenger Trains. WORTHINGTON E. D., PHYSICIAN AND SURGEON.
---	---	---	--

BUSINESS CARDS OF THE PATRONS OF THE ATLAS
 COMPRISING THE
PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN
IN THE CITY OF TORONTO.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

ARCHITECTS. FOWLER JOSEPH A., <i>ARCHITECT AND CIVIL ENGINEER,</i> 32 Wellington St. HARPER & SON, <i>ARCHITECTS,</i> 42 King Street East. IRVING WILLIAM, <i>ARCHITECT AND BUILDING SURVEYOR,</i> 120 Yonge Street. JAMES & CONNELLY <i>Architects and Civil Engineers,</i> 25 Toronto St. LANGLEY, LANGLEY & BURKE, <i>ARCHITECTS AND CIVIL ENGINEERS,</i> Cor King and Jordan Streets. SMITH & GEMMEL, <i>ARCHITECTS,</i> 11 King Street West. STIBBS W. J., <i>NOTARY PUBLIC, ARCHITECT AND CIVIL ENGINEER,</i> 26 Adelaide Street West. STRICKLAND WALTER R., <i>ARCHITECT AND CIVIL ENGINEER,</i> 18 Toronto Street. TULLY KIVAS, <i>ARCHITECT AND CIVIL ENGINEER,</i> Parliament Buildings. WINDYER RICHARD C., <i>ARCHITECT AND CIVIL ENGINEER,</i> 12 Masonic Buildings.	CANADA BANK OF COMMERCE, Yonge Street. W. N. ANDERSON, CASHIER. CITY BANK MONTREAL, Cor Wellington and Bay Streets. JOHN J. MACCULLOCH, MANAGER. DOMINION BANK, 40 King Street East, R. H. BETHUNE, CASHIER. MERCHANTS BANK, 13 Wellington Street, ARCH. CAMERON, MANAGER. MOLSON'S BANK, 28 Wellington Street East, R. J. DALLAS, MANAGER. MONTREAL BANK, Cor Yonge and Front Streets, W. J. BUCHANAN, MANAGER. ONTARIO BANK TORONTO, Cor Wellington and Scott Streets, A. FISHER, MANAGER. QUEBEC BANK, Cor Church and Wellington Streets, D. R. WILKIE, MANAGER. ROYAL CANADIAN BANK, Front and Wellington Streets, THOS. MCCRAKEN, CASHIER. ST. LAWRENCE BANK, Cor Jordan and Melinda Streets, K. F. LOCKHART, CASHIER. BANK OF TORONTO, Cor Church and Wellington Streets, G. HAGUE, CASHIER.	BETTY, HAMILTON & CASSELS, <i>BARRISTERS, SOLICITORS, ATTORNEYS, CONVEYANCERS, AND NOTARIES,</i> Office, Rolls Block, 13 Adelaide St. East. BETHUNE & HOYLES, <i>BARRISTERS, &c.,</i> 25 Toronto Street. BIGELOW & HAGLE, <i>BARRISTERS, &c.,</i> N. G. Bigelow, N. F. Hagle, 58 Adelaide Street East. BLAKE & KINGSFORD, <i>BARRISTERS, ATTORNEYS, SOLICITORS, &c.,</i> 56 Church Street. BLAKE, KEER & BOYD, <i>BARRISTERS,</i> 4 and 5 Masonic Hall. BOULTON & GORDON, <i>BARRISTERS, ATTORNEYS, &c.,</i> D'Arcy Boulton, Q.C., G. B. Gordon, No. 17 Adelaide Street East. BULL T. H., <i>CLERK OF THE PEACE FOR COUNTY OF YORK,</i> Court House. CAMERON HON. J. HILLYARD, Q.C. & M.P., <i>BARRISTER,</i> 85 King Street West. CAMERON, HOSKIN & McMICHAEL, <i>BARRISTERS AND ATTORNEYS,</i> 46 Church Street. CAMERON & McMICHAEL, <i>BARRISTERS,</i> 46 Church Street. CAMERON & GRAHAME, <i>BARRISTERS,</i> 4 Toronto Street. CAMERON ALEXANDER, <i>BARRISTER, &c.,</i> 107 King Street East. CAMPBELL A. F., <i>BARRISTER AND ATTORNEY,</i> 10 King Street East. CANAVAN W. B., <i>BARRISTER,</i> 48 Adelaide Street East, resides 227 Sherbourne.	CLARK W. MORTIMER, <i>BARRISTER, ATTORNEY, SOLICITOR, &c.,</i> 48 King Street East. CRAWFORD & CROMBIE, <i>BARRISTERS AND ATTORNEYS, AND SOLICITORS IN CHANCERY,</i> 9 and 10 Masonic Hall. CROOKS, KINGSMILL & CATTANACH, <i>BARRISTERS,</i> 17 Wellington Street. CROWTHER & TILT, <i>BARRISTERS,</i> South-east cor King and Church Streets. DAVIS JAMES B., <i>BARRISTER AND SOLICITOR IN CHANCERY,</i> 17 Court Street. DAVIDSON WM., <i>BARRISTER, ATTORNEY, SOLICITOR, CONVEYANCER, &c.,</i> 9 Toronto Street. DEFOE D. M., <i>BARRISTER,</i> 74 Church Street. DENISON & DENISON, <i>BARRISTERS AND ATTORNEYS,</i> G. T. Denison, G. T. Denison, jun., LL.B., F. C. Denison, Jordan Street. DEVLIN A. P., <i>BARRISTER,</i> 74 Church Street. DIXON M. A., <i>BARRISTER,</i> 6 and 7 Ontario Hall and Court Street. DONOVAN JOSEPH A., <i>BARRISTER,</i> 21 Court Street. DUGGAN & DUGGAN, <i>BARRISTERS AND ATTORNEYS AT LAW, SOLICITORS IN CHANCERY, CONVEYANCERS, &c.,</i> John Duggan, Q.C., R. Henry Duggan, 6 Court Street. ENGLISH, McDOUGALL & ROAF, <i>BARRISTERS, &c.,</i> C. E. English, Joe. E. McDougall, Wm. Roaf, Jas. E. Roaf, 24 Toronto Street. EVANS & BOOMER, <i>BARRISTERS, ATTORNEYS AT LAW, SOLICITORS IN CHANCERY,</i> Geo. M. Evans, Geo. A. Boomer, 36 Adelaide Street East.
AUCTIONEERS. HENDERSON & McFARLANE, <i>AUCTIONEERS AND COMMISSION MERCHANTS,</i> 65 Yonge Street. HOSKINS R. A., & CO., <i>TRADE AUCTIONEERS AND GENERAL COMMISSION MERCHANTS,</i> 41 Front Street. BANKS. BRITISH NORTH AMERICA, Cor Yonge and Wellington Streets. S. TAYLOR, MANAGER.	BARRISTERS AND ADVOCATES. ATKINSON WM. P., <i>BARRISTER, SECY. SYNOD OFFICE,</i> 4 York Chambers. BAIN JOHN, <i>BARRISTER,</i> 2 and 4 Ontario Hall, Court House. BETTY, CHADWICK & LAMB, <i>BARRISTERS, ATTORNEYS, &c.,</i> William H. Betty, Edward M. Chadwick, Z. A. Lamb, 56 King Street East.		

FERGUSON & FERGUSON,
BARRISTERS AND ATTORNEYS,
South-West Corner of King and Yonge
Streets.

FITZGERALD & ARNOLDI,
BARRISTERS, SOLICITORS, ATTORNEYS,
Edward Fitzgerald, Frank Arnoldi,
46 Church Street.

GAMBLE CLARKE, Q.C.,
BARRISTER,
Church Street.

GRAHAME RICHARD,
BARRISTER FOR WHITTHORPE BUILD-
ING SOCIETY, AND LOAN AND
AGENCY COMPANY,
4 Toronto Street.

GREENE COLUMBUS B.,
BARRISTER,
48 Adelaide Street.

HARMAN & HARMAN,
BARRISTERS, &c.,
58 Church Street.

HARRISON, OSLER & MOSS,
BARRISTERS, ATTORNEYS, SOLICI-
TORS, &c.,
Corner of Toronto and Adelaide Streets,
Union Block.

HELLIWELL JOHN,
BARRISTER,
Toronto Bank Buildings.

HENDERSON J. & R. C.,
SOLICITORS, &c.,
Cor. Jordan and Wellington Streets.

HODGINS & BLACK,
BARRISTERS, ATTORNEYS, SOLICI-
TORS, &c.,
Thomas Hodgins, Q.C., Davidson Black,
3 Masonic Hall, Toronto Street.

HOLMSTED ARTHUR,
BARRISTER, CLERK OF RECORDS AND
WRITS,
Osgoode Hall.

HOSKIN & SPRAGGE,
BARRISTERS AND SOLICITORS,
Trust and Loan Building, Toronto St.

INCE & HANNAH,
BARRISTERS, ATTORNEYS, &c.,
6 Wellington Street.

JACKES JOSEPH,
64 Church Street.

JARVIS & MUNRO,
BARRISTERS, &c.,
Ealter M. Jarvis, R. H. R. Munro,
14 York Chambers.

JONES BROB.,
BARRISTERS, ATTORNEYS AND SOLI-
TORS IN CHANCERY,
7 and 8 Masonic Hall.

KENNEDY T. S.,
BARRISTER,
6 Wellington Street East.

LEITH, KINGSTONE & BROUGH,
BARRISTERS AND ATTORNEYS,
62 Church Street.

LEYS & McMURRICH,
BARRISTERS,
Corner of King and Church Streets.

LINDSAY ALFRED J.,
BARRISTER AND ATTORNEY,
22 King Street East.

MACDONALD & PATTON,
BARRISTERS,
2 Trust and Loan Buildings.

MACDONALD & PATTERSON,
BARRISTERS, ATTORNEYS, &c.,
8 York Chambers.

MACKENZIE, DELAMERE & REESOR,
BARRISTERS, &c.,
K. MacKenzie, Q.C., T. D. Delamere, H. A. Reesor,
19 Toronto Street.

McBRIDE J.,
BARRISTER,
46 Adelaide Street East.

McDONALD, BADGEROW & STRATHY,
BARRISTERS AND ATTORNEYS AT LAW,
SOLICITORS IN CHANCERY, CON-
VEYANCERS, &c.,
D. M. McDonald, Geo. W. Badgerow, J. R. Strathy,
4 Toronto Street.

McGREGOR P.,
BARRISTER, ATTORNEY AT LAW,
SOLICITOR IN CHANCERY,
26 Adelaide Street East.

MEYERS ADAM H. JUN.,
BARRISTER, ATTORNEY AT LAW, SO-
LICITOR IN CHANCERY, CONVEY-
ANCER, &c.,
1 York Chambers.

MILLER R. B.,
SOLICITOR,
46 Adelaide Street East.

MORPHY, MORPHY & WINCHESTER,
BARRISTERS,
Yonge Street over Express Office.

MORRISON, WELLS & GORDON,
BARRISTERS, ATTORNEYS AT LAW,
SOLICITORS IN CHANCERY,
Angus Morrison, R. M. Wells,
W. H. Lockhart Gordon, Alex. Sampson,
Corner of Colborne and Church Streets.

MOWAT, McLENNAN & DOWNEY,
BARRISTERS,
Corner of Yonge and Wellington Streets.

MULUOH W.,
BARRISTER, &c.,
42 King Street East.

MURPHY N.,
BARRISTER, &c.,
9 Toronto Street.

MURRAY, BARWICK & LYON,
BARRISTERS, &c.,
Huson W. M. Murray, F. D. Barwick,
J. Lawrence Lyon,
Romaine Buildings.

PATTERSON JOHN,
ATTORNEY AT LAW, SOLICITOR IN
CHANCERY,
64 King Street East.

PATTERSON JNO.,
BARRISTER,
Ontario Hall Court Street.

PROUDFOOT P.,
BARRISTER AND ATTORNEY,
60 King Street East.

READ & KEEFER,
BARRISTERS, ATTORNEYS, SOLICITORS,
D. R. Read, Q.C., T. A. Keefer,
75 King Street East.

ROBERTSON JAS. B.,
BARRISTER AND SOLICITOR IN
CHANCERY,
18 King Street.

ROBINSON, ROBINSON & O'BRIEN,
BARRISTERS,
68 Church Street.

ROSE & MACDONALD,
BARRISTERS, &c.,
78 King Street East.

SMITH, RAE & FULLER,
BARRISTERS,
5 York Chambers.

SMITH & WOOD,
BARRISTERS,
8 York Chambers.

SNELLING & WARDROP,
BARRISTERS, &c.,
Richard Snelling, LL.D., Robert Wardrop, B.A.,
1 York Chambers, Toronto Street.

THORNE & POY,
BARRISTERS, SOLICITORS, &c.,
10 Court Street.

VANKOUGHNET & PARKINSON,
BARRISTERS, ATTORNEYS, SOLICITORS,
NOTARIES, &c.,
M. R. Vankoughnet, R. W. Parkinson,
Corner of Yonge and King Streets.

WRIGHT FREDERICK,
BARRISTER, &c.,
64 King Street East.

BOOKSELLERS AND STATIONERS, WHOLESALE.

ADAM, STEVENSON & Co.,
WHOLESALE BOOKSELLERS AND
STATIONERS,
10 and 12 King Street East.

**BRITISH AMERICAN PRESBYTERIAN
PUBLISHING OFFICE,**
C. BLACKETT ROBINSON,
PROPRIETOR AND PUBLISHER,
102 Bay Street.

Two dollars per annum in advance. Its articles
are ably written; it contains large quantity of
religious and other news, and its typographical
appearance is excellent. M. Robinson, the able
and enterprising proprietor and editor, merits the
confidence and support of all Presbyterians.

BROWN BROS.,
WHOLESALE MANUFACTURING
STATIONERS,
66 and 68 King Street East.

BUNTIN BRO. & CO.,
PUBLISHERS, WHOLESALE STATION-
ERS, ENVELOPE AND BLANK
BOOK MANUFACTURERS,
61 and 63 Yonge Street.

CAMPBELL JAMES, & SON,
PUBLISHERS,
22 Front Street.

CARSWELL R.,
LAW BOOKSELLER, PUBLISHER AND
STATIONER,
28 Adelaide Street.

CE JRCH PRINTING & PUBLISHING CO.,
REV. H. B. STINSON, M. A.
Manager and Treasurer,
41 Melinda Street.

COPP, CLARK & CO.,
WHOLESALE BOOKSELLERS AND
STATIONERS, LITHOGRAPHERS, PRIN-
TERS AND BOOKBINDERS,
47 Front Street and 67 and 69 Colborne
Street.

DREDGE A. & CO.,
WHOLESALE MANUFACTURING STA-
TIONERS, ENVELOPE AND INK
MAKERS,
53 Yonge Street.

EDWARDS JOHN,
IMPORTER OF PAER HANGING,
Decorations, Statuary, Painted Linen
and Paper Window Shades, Stationery, &c.,
136 Yonge Street and 4 Adelaide Street
West.

FISHER & TAYLOR,
DIRECTORY PUBLISHERS.
To accommodate the Public we have procured
Directories of the Principal Cities in Canada and
the United States, which can be referred to at any
time without charge.
35 Yonge Street, P. O. Box, 448.

HART & RAWLINSON,
BOOKSELLERS, STATIONERS, PRIN-
TERS AND BOOKBINDERS,
Successors in Retail to Copp, Clark & Co.,
5 King Street West.

HUNTER, ROSE & CO.,
PRINTERS, BOOKBINDERS, PUBLISHERS,
STEREOTYPERS, ELECTRO-
TYPERS, &c.,
86 and 88 King Street West.

McGILLIVRAY, MOLLE & CO.,
BOOKBINDERS, &c., WHOLESALE RAIL-
WAY AND COMMERCIAL STATIONERS,
72 Yonge Street.

McPHAIL & DAVISON,
WHOLESALE IMPORTERS OF STATION-
ERY, ALSO ENGLISH, FRENCH
AND GERMAN FANCY GOODS,
16 Front Street.

OWEN J. G.,
LAW STATIONER AND LITHOGRAPHER,
AND DEALER IN LAW BLANKS,
44 Church Street.

ROWSELL & HUTCHISON,
BOOKSELLERS, STATIONERS, PRIN-
TERS AND PUBLISHERS,
74 and 76 King Street East.

SHEWAN N.,
WHOLESALE IMPORTER AND DEALER
in Books, Stationery, Fancy Goods, &c.,
13 and 15 St. Lawrence Building, King
Street East.

VIRTUE & YORSTON,
PUBLISHERS AND BOOKSELLERS
55 and 57 Yonge Street.

YOUNG JOHN,
AGENT FOR THE U. C. BIBLE & TRACT
SOCIETIES,
102 Yonge Street.

BOOK AGENTS.

GILRAY REV. J.,
GENERAL BOOK AND BIBLE AGENT.
AGENTS WANTED,
Toronto Street.

BOOT AND SHOE MANUFACTURERS.

- GILDS & CO.,**
BOOTS, SHOES AND RUBBERS,
WHOLESALE,
51 Yonge Street.
- CORNISH J. H. & Co.,**
BOOT AND SHOE STORE,
240 Yonge Street.
- DACK E.,**
BOOT MAKER AND IMPORTER OF ENGLISH GOODS,
73 King Street West.
- DAMER I. & Co.,**
MANUFACTURERS AND WHOLESALE DEALERS IN BOOTS AND SHOES;
6 Gerrard Street.
- FAULKNER GEORGE,**
BOOT AND SHOE MANUFACTURERS AND DEALERS,
3 King Street West.
- GEMMELL ALEX.,**
FASHIONABLE BOOT MAKER,
Has in stock and makes to order the very best article in Ladies and Gentlemen's Boots,
97 King Street West.
- HAMILTON W. B.,**
WHOLESALE BOOTS AND SHOES,
15 and 17 Front Street East.
- HOLMES JNO.,**
MANUFACTURER AND WHOLESALE DEALER IN BOOTS AND SHOES,
31 Church Street.
- KING & BROWN,**
WHOLESALE BOOT AND SHOE MANUFACTURERS,
27 Front Street East.
- LACE JAMES,**
ENGLISH BOOT AND SHOE WAREHOUSE. THE ELCHO RIFLE BOOT,
311 Yonge Street.
- SESSIONS, COOPER & SMITH,**
Manufacturers and Wholesale Importers and DEALERS IN BOOTS AND SHOES,
36, 38 and 40 Front Street.
- TURNER JNO. & CO.,**
MANUFACTURERS AND WHOLESALE DEALERS IN BOOTS AND SHOES,
43 Front Street.
- WALKER, EVANS & CO.,**
MANUFACTURERS AND WHOLESALE DEALERS IN BOOTS AND SHOES,
15 Front Street West.
- WILSON D.,**
MANUFACTURER AND IMPORTER OF ENGLISH, FRENCH AND AMERICAN BOOTS AND SHOES,
27 King Street West.
- BREWERS AND DISTILLERS.**
- BALL JOHN,**
DISTILLER, AND BREWER OF ALE AND PORTER.
Bottling done on the premises,
129 Vennanley Street.
- COPLAND W.,**
BREWER, MALTSTER AND HOP MERCHANT,
Parliament Street.
- CORNELL JOHN,**
MALTSTER, AND BREWER OF ALE AND PORTER,
Queen Street.

COSGRAVE & CO.,
BREWERS, MALTSTERS AND HOP MERCHANTS,
Cor. Queen and Niagara.

DAVIES THOS. & BRO.,
MALTSTERS & BREWERS OF SPARKLING PALE ALE, CREAM ALES and PORTER,
Capacity, 14,000 gals. per day,
Doh Brewery.

DRAINFIELD & BOWMAN,
Bonded Manufacturers of
PURE WHITE WINE, MALT AND CIDER VINEGAR, &c.,
79 Colborne Street.

GOODERMAN & WURTE,
MILLERS AND DISTILLERS,
10 Exchange Buildings.

O'KEEFE & CO.,
BREWERS, MALTSTERS AND HOP MERCHANTS,
Cor. Gould and Victoria Streets.

SEVERN JOHN,
BREWER OF ALE, BEER AND PORTER,
28 Yonge Street, Yorkville.

TORONTO BREWING AND MALTING CO.
Simcoe Street.

WALTZ JOHN,
LAGER BEER BREWERY; BOTTLING DONE ON THE PREMISES;
91 and 93 Duchess Street.

WILSON WILLIAM,
MANUFACTURER OF BEST WHITE WINE VINEGAR,
115 and 117 Bay Street.

BROKERS AND ESTATE AGENTS.

- BEATTY ROBT. & CO.,**
BANKERS AND BROKERS,
58 King Street East.
- BLAIR & ALEXANDER,**
BANKERS AND BROKERS,
10 King Street East.
- BRAY JOSHUA,**
BROKER, RAILWAY TICKET AND OCEAN PASSAGE AGENT,
York Street.
- BRETT R. B.,**
GENERAL BANKER,
11 Toronto Street.
- BROWNE & CO.,**
BANKERS AND BROKERS,
67 Yonge Street.
- CAMPBELL & CASSELLS,**
BANKERS AND BROKERS,
56 and 58 King Street East.
- CLARKE & FIELDE,**
STOCK BROKERS, LAND AND ESTATE AGENTS,
2 Wellington Chambers, Jordan Street.
- FORBES & LOWENBROUGH,**
BANKERS AND BROKERS,
80 King Street East.
- GIME & DAINES,**
LAND AGENTS AND STOCK BROKERS,
Improved and Wild Land for sale;
20 King Street East.

HODGETTS & CHARLES,
BROKERS AND ESTATE AGENTS,
65 King Street West.

HOPE & TEMPLE,
LAND AGENTS AND BROKERS,
18 King Street East.

JARVIS EDGAR J.,
BROKER AND LAND OFFICE,
25 Toronto Street.

LAKE JOHN N.,
REAL ESTATE AND INSURANCE BROKER,
20 Toronto Street.

LEDYARD T. D.,
BARRISTER, &c., DEALER IN REAL ESTATE,
74 Yonge Street.

LEVY CHAS. & CO.,
MACHINERY BROKERS,
Esplanade Street.

McCORD A. T. Jr. & CO.,
STOCK BROKERS, INSURANCE AND FINANCIAL AGENTS,
and members of the Toronto Stock Exchange,
9 Toronto Street.

McMURRAY, FULLER & CO.,
RAILWAY SUPPLY BROKERS,
York Chambers.

PATTERSON WM. & CO.,
BANKERS, STOCK BROKERS AND RAILWAY AND GENERAL OCEAN PASSAGE AGENTS,
Cor. Church and King Streets.

PELLATT & OSLER,
STOCK BROKERS,
38 King Street East.

STEWART FRED. J.,
BROKER, TEAS, SUGARS, TOBACCO, &c.,
36 Front Street.
References.—Messrs. J. Carruthers & Co., Kingston; Messrs. Reford & Dillon, Montreal; Messrs. French, Smith & Co., Toronto; Messrs. Forbes & King, bankers, Toronto.

VALKER, POOLE & CO.,
MACHINERY BROKERS, ENGINE AND BOILER BUILDERS,
Esplanade Street.

WHITNEY & MORTON,
ESTATE AGENTS,
Trust and Loan Company's Building, Toronto Street.

YATES F. T. & CO.,
EXCHANGE AND STOCK BROKERS
GENERAL OCEAN AND RAILWAY TICKET AGENTS,
32 King Street East.

BRUSH MANUFACTURERS, &c.

BORCHER CHAS.,
WHOLESALE BRUSH MANUFACTURER,
82 and 84 York Street.

NELSON H. A. & SONS,
MANUFACTURERS OF BROOMS, BRUSHES AND WOODEN WARE, IMPORTERS OF GENERAL FANCY GOODS, TOYS, &c.,
56 and 58 Front Street West.

BUILDERS AND CONTRACTORS.

- ANDERSON ROBERT,**
BUILDER, &c.,
64 Walton Street.
- COLEMAN A.,**
BUILDER AND CONTRACTOR,
8 Hayter Street.
- DOWNEY THOS. JR.,**
BUILDER AND LUMBER DEALER,
16 Edward Street.
- GEARING JOSEPH,**
CONTRACTOR, STONE AND LUMBER MERCHANT,
All kinds of building material constantly on hand,
Head Office, Esplanade, P. O. Box 1188.
- GREENLEES JOHN HOULE,**
BUILDER AND DEALER IN LUMBER,
William Henry Street.
- BOLDING SAMUEL,**
CARPENTER AND BUILDER,
19 Baldwin Street.
- MADE GEO. & SON,**
BUILDERS AND CONTRACTORS,
209 Parliament Street.
- McBEAN WM.,**
BUILDER AND CONTRACTOR,
452 Yonge Street.
- PARKER SAMUEL,**
BUILDER AND CONTRACTOR,
194 Gerard.
- PETOH JOSEPH,**
BUILDER AND CONTRACTOR,
68 Magill Street.
- PARISH ROBERT,**
CARPENTER AND BUILDER,
Residence 234 Terauley Street.
- ROBINS WILLIAM,**
BUILDER AND LUMBER DEALER,
Richmond Street, bet. York and Simcoe.
- ST. CROIX WM.,**
BUILDER AND CONTRACTOR,
36 Hayter Street.
- TURNER J. B.,**
BUILDER,
251 George Street.
- WAGNER J. P.,**
CONTRACTOR AND BUILDER,
Manufacturer of Doors, Sash and Blinds, and Moulding; Planing and Sawing done to order,
71 and 73 Adelaide Street West.
- WALTON HENRY,**
CONTRACTOR AND BUILDER,
AND PROPRIETOR SLATE QUARRIES FOR ROOFING,
Esplanade West.
- WORTH E.,**
BUILDER AND CONTRACTOR,
16 Nelson Street.

BUTCHERS, &c.

ALLEN SAMUEL,
FAMILY BUTCHER,
339 Yonge Street.

BARTLETT A. H.,
FAMILY BUTCHER,
485 King Street West.

BILLS THOS. H.,
BUTCHER AND DEALER IN ALL KINDS
OF FRESH AND SALT MEAT,
Poultry and Vegetables when in Season,
66 Queen Street West.

BIRD HENRY,
BUTCHER AND SACSAGE MAKER,
Curer of Hams and Bacon, Beef, Tongues, Lard,
&c.
448 Queen Street West.

BIRD WM. JAS.,
BUTCHER AND DEALER IN FRESH AND
CORNE MEATS,
Beef and Pickled Tongues; Venison and
Game in season;
225 Yonge Street.

DAVIS F. N.,
GENERAL FAMILY BUTCHER,
237 Yonge Street.

DUNN JAS. R.,
BUTCHER AND PROVISION DEALER,
431 Queen Street West.

FRANKLAND G. F.,
CATTLE DEALER AND WHOLESALE
BUTCHER,
24 St. Lawrence Market.

MALLAN JOHN, & CO.,
CATTLE DEALERS AND WHOLESALE
BUTCHERS,
12, 14 and 16 St. Lawrence Market.

NORWICH JOSEPH,
All kinds of Meat kept on hand, consisting of
BEEF, MUTTON, PORK, SAUSAGE, HEAD
CHEESE, LARD, BACON, SMOKED
HAM, &c., &c.,
231 Yonge Street.

ROBINSON & BROWN,
BUTCHERS AND WHOLESALE AND RETAIL
DEALERS IN BACON HAM AND LARD.
St. Lawrence Arcade.

TOY SAMUEL,
BUTCHER, WHOLESALE AND RETAIL
DEALER IN FRESH MEATS, CORNE
BEEF, PICKLED TONGUES,
Venison and other Game in season;
17 and 19 St. Lawrence Arcade.

TUCKER WM.,
BUTCHER AND PROVISION DEALER,
542 Queen Street West.

WICKSON HENRY,
BUTCHER, WHOLESALE AND RETAIL
DEALER IN ALL KINDS OF FRESH
AND SALT MEATS,
6 St. Lawrence Arcade.

CARRIAGE MANUFACTURERS.

DIXON WM.,
CARRIAGE MANUFACTURER,
64-66 King Street West.

HASSON J. H.,
CARRIAGE AND WAGGON MANUFACTURER,
108 Richmond Street.

KILFEDER ROBERT,
CARRIAGE AND WAGGON MANUFACTURER,
137 Queen Street West.

WEBSTER JOHN,
CARRIAGE BUILDER,
197 and 199 Yonge Street.

WILBY EDWIN,
MANUFACTURER OF INVALID AND
CHILDREN'S CARRIAGES,
Illustrated Catalogues on application.
103 and 110 Richmond Street.

CIVIL ENGINEERS & SURVEYORS.

DEVINE THOS.,
SURVEYOR IN CHIEF, CROWN LAND
DEPARTMENT,
Parliament Buildings.

PATTERSON THOS.,
ASSISTANT SURVEYOR,
Crown Land Department.
Provincial Survey Department.

RIDOUT DONALD C., & CO.,
ENGINEERS, DEALERS IN MACHINERY,
AND SOLICITORS OF CANADIAN
AND UNITED STATES AND FOR-
EIGN PATENTS.
86 York Street.

SHANLY FRANK,
CIVIL ENGINEER, &c.
Bay Street.

WADSWORTH, UNWIN & BROWNE,
PROVINCIAL LAND SURVEYORS AND
DRAFTSMEN,
50 Adelaide Street East.

WHITE HENRY,
GEOLOGIST AND PROVINCIAL LAND
SURVEYOR,
14 Nassau Street.

WRAGGE EDMUND,
CIVIL ENGINEER T. G. & B. R., AND T. &
N. RAILWAY,
1 Grange Road.

CLERGY.

POTTS REV. JOHN,
WESLEYAN METROPOLITAN CHURCH,
Toronto.

REID REV. W.,
CANADA PRESBYTERIAN CHURCH
OFFICE,
Colborne Street.

WESLEYAN MISSION ROOMS,
Temperance Street.

COLLEGES AND SCHOOLS.

BRITISH AMERICAN COMMERCIAL COL-
LEGE,

O'DELL & TROUT, PROPRIETORS,
The largest, most popular, and the most thorough-
ly conducted Institution of the kind in the
Dominion;
Toronto.

DAY'S COMMERCIAL COLLEGE,
JAMES E. DAY, ACCOUNTANT,
Young men prepared for business pursuits,
82 King Street East.

ENGLISH AND CLASSICAL SCHOOL FOR
JUNIOR BOYS,

WILLIAM MAGILL, PRINCIPAL,
137 Simcoe Street.

UPPER CANADA COLLEGE,
GEORGE R. R. COCKBURN,
Board and Tuition per annum, \$200,
Address Principal U. C. College, Toronto.

COMMISSION MERCHANTS.

COFFEE L., & CO.,
PRODUCE AND COMMISSION MER-
CHANTS,
30 Church Street.

COWAN D., & CO.,
WHOLESALE PROVISION AND COMMIS-
SION MERCHANTS,
66, 68 & 70 Colborne Street.

CRANE & BAIRD,
PRODUCE AND COMMISSION MER-
CHANTS,
62 and 64 Front Street.

CULVERWELL J. F.,
PRODUCE AND COMMISSION MER-
CHANT, QUEEN CITY FLOUR DEPOT,
265 Yonge and 32 Colborne Streets.

DRYSDALE THOS., & CO.,
PRODUCE AND COMMISSION
MERCHANTS,
28 West Market Square.

FARRELL S. W.,
COMMISSION MERCHANT.
56 Wellington Street East.

GALBRAITH WM.,
COMMISSION MERCHANT AND MILLER,
50 Front Street.

GARDNER & RAMSAY,
WHOLESALE COMMISSION AND PRO-
VISION MERCHANTS,
78 Front Street East.

GIBB & GALLOW,
COMMISSION MERCHANTS,
83 Colborne Street.

GODSON A. W.,
FLOUR DEALER AND COMMISSION
MERCHANT,
229 Queen Street West.

HOWLAND W. P., & CO.,
COMMISSION MERCHANTS AND
MILLERS,
26 Church Street.

LAIDLAW G.,
COMMISSION MERCHANT,
38 Front Street East.
Credit Valley R. R. Co.

MATTHEWS W. D., & CO.,
PRODUCE AND COMMISSION MER-
CHANTS,
16 Front Street East.

OLIVER S.,
PRODUCE AND COMMISSION
MERCHANT.
121 Brock Street.

RYAN W.,
PRODUCE AND COMMISSION
MERCHANT,
34 Wellington Street.

WATT ROBT. S.,
FLOUR DEALER AND COMMISSION
MERCHANT,
31½ Church Street.

WINANS & CO.,
COMMISSION MERCHANTS, DEALERS
IN WOOL, GRAIN, &c.,
12 and 14 Church Street.

YOUNG JAMES,
PRODUCE AND COMMISSION
MERCHANT,
32 Church Street East.

DRUGGISTS AND CHEMISTS.

ELLIOT & CO.,
WHOLESALE DRUGGISTS AND
MANUFACTURING CHEMISTS,
3 Front Street.

LYMAN BROS., & CO.,
CHEMISTS AND DRUGGISTS,
157 King Street East.

MILBURN T., & CO.,
MANUFACTURERS AND WHOLESALE
Dealers in Patent Medicines; also Hair Oil,
Essence, Extracts,
29 Francis Street.

MITCHELL WILLIAM J.,
DISPENSING CHEMIST;
HOMOEOPATHIC MEDICINES
SUPPLIED;
Corner of Yonge and Adelaide Streets.

NORTHROP & LYMAN,
WHOLESALE DEALERS IN PATENT
MEDICINES, SUPPORTERS, SHOULDER
BRACES, TRUSSES, &c.,
40 Scott Street.

SHAPTER & OWEN,
DISPENSING CHEMISTS,
78 Yonge Street.

WEEKES H. J., & CO.,
WHOLESALE IMPORTERS AND MAN-
UFACTURERS OF PERFUMES, OILS, &c.,
106-114 Lumley Street.

DRY GOODS.

ARNOTT D., & CO.,
IMPORTERS OF STAPLE AND FANCY
DRY GOODS,
44 Yonge Street and 3 Wellington Street.

ARTHURS, WM., & CO.,
IMPORTERS OF DRY GOODS, HOSIERY,
Gloves, Scarfs, Ties, Silks, Irish Poplins,
Fancy Dress Goods and Mantle Velvets,
25 King Street East.

BAILLIE JOHN,
WHOLESALE DRY GOODS,
27 Front Street West.

BLAND JOHN, & CO.,
Clothing and Outfitters and Importers of
GENERAL DRY GOODS.
N.B.—Household Linens and cottons a specialty.
176 Yonge Street.

BRYCE, McMURRICH & CO.,
IMPORTERS OF DRY GOODS, WHOLE-
SALE,
34 Yonge Street.

CATTO JNO., & CO.,
IMPORTERS OF BLACK SILKS, TABLE
DAMASKS, SHEETINGS, QUILTS, LONG
CLOTHS, DIAPERS, WOOLLENS, HA-
BERDASHERY, HOSIERY,
GLOVES, &c.,
59 King Street East.

CHARLESWORTH, BARGANT & CO.,
IMPORTERS OF STAPLE AND FANCY
DRY GOODS,
Gent's Furnishings, &c., Wholesale and Retail,
214 Yonge Street.

COX G. & J. W., & CO.,
Importers and Manufacturers
OF DRY GOODS, CLOTHING, &c.,
115-121 King Street East.

CRAWFORD & SMITH,
IMPORTERS OF DRY GOODS, MILLIN-
ERY AND MANTLES,
91 King Street East.

DOBBIE & CARRIE,
Importers of
DRY GOODS, WHOLESALE ONLY,
9 Front Street.

DENN, COWAN & CO.,
Manufacturers, Infants' Millinery, and
FANCY DRY GOODS,
39 Yonge Street.

EATON T., & CO.,
IMPORTERS OF BRITISH AND FOREIGN
Dry Goods, and Dealers in Canadian
Manufactures, Wholesale and Retail,
178 Yonge Street.

FISHER T. STAVERT,
CANADIAN TWINKS AND WOOLLENS,
Wholesale,
17 Front Street.

GORDON, MACKAY & CO.,
IMPORTERS AND MANUFACTURERS,
Corner of Front and Bay Streets.

GRAY, RENNIE & CO.,
IMPORTERS OF GENTS FURNISHINGS
AND FANCY GOODS, WHOLESALE
ONLY.
25 Front Street West, Iron Block.

HENDERSON, BOSTWICK & CO.,
Manufacturers of Straw Goods, and
IMPORTERS OF FANCY GOODS,
54 Front Street.

HUGHES BROS.,
IMPORTERS OF STAPLE AND FANCY
DRY GOODS,
82 Yonge Street.

Cash and short time buyers respectfully
invited. Terms liberal.
Corner of Yonge and Melinda Streets.

JANES & NEWCOMBE,
MILLINERY AND FANCY DRY
GOODS, WHOLESALE,
21 Front Street.

JENNINGS I.,
Importer of
DRY GOODS, WHOLESALE,
11 Front Street.

LOCKHART & HALDANE,
IMPORTERS OF BRITISH AND
CONTINENTAL DRY GOODS,
9-11 Wellington Street East.

MAY THOMAS, & CO.,
IMPORTERS OF SHAWLS AND FANCY
DRY GOODS,
58 and 60 Wellington Street.

MACDONALD JNO., & CO.,
WHOLESALE IMPORTERS, DRY GOODS,
21 and 23 Wellington Street.

McDUNNOUGH & JAMES,
Successors to James Baylis & Co.,
IMPORTERS OF CARPETS, OIL CLOTHS,
AND CURTAIN MATERIALS,
31 King Street East.

McMASTER A. R., & BROS.,
DRY GOODS IMPORTERS, WHOLESALE,
4 to 12 Front Street West.

MOFFATT BROS. & CO.,
WHOLESALE DRY GOODS,
38 Yonge Street.

MURRAY W. A., & CO.,
DRY GOODS MERCHANTS,
21 King Street East.

OGILVY & CO.,
Wholesale
DRY GOODS IMPORTERS,
Corner of Wellington and Jordan Streets.

PAGE C., & SONS,
IMPORTERS OF FANCY AND STAPLE
DRY GOODS, HATTERS, HOSIERY,
GLOVES, &c.,
Wholesale and Retail,
194 and 196 Yonge Street.

PEACH & GOULDING,
IMPORTERS
OF LACE GOODS AND MILLINERY,
40 Yonge Street.

ROBERTSON JOHN, SON & CO.,
IMPORTERS OF DRY GOODS,
Wholesale Only,
24 and 26 Wellington Street West.

ROONEY N. & F.,
Importers of LINEN, SILKS, WOOLLENS,
AND GENERAL DRY GOODS,
60 Yonge Street.

SAMSON, KENNEDY & GEMMEL,
WHOLESALE DRY GOODS,
IMPORTERS
Corner of Scott and Colborne Streets.

SCOTT JAMES,
Importer of
BRITISH AND FOREIGN DRY GOODS,
97 King Street East.

STALKER & ROSS,
WHOLESALE DRY GOODS,
42 Yonge Street.

WALLS THOS., & CO.,
IMPORTERS OF DRY GOODS,
Wholesale Only,
39 Front Street.

WALKER ROBT., & SONS,
DRY GOODS, CLOTHING, HOUSE FUR-
NISHING,
Wholesale and Retail,
King and Colborne Streets.

WOODCOCK MRS. A.,
MILLINERY, WHOLESALE AND RETAIL,
92 Yonge Street.

WYLD & DARLING,
IMPORTERS DRY GOODS,
WHOLESALE,
13 Front Street.

ENGRAVERS, LITHOGRAPHERS, &c.

COPP, CLARKE & CO.,
LITHOGRAPHERS AND ENGRAVERS,
47 Front East.

ROLPH, SMITH & CO.,
LITHOGRAPHERS, ENGRAVERS, DIE
SINKERS, &c.,
36 Wellington East.

WOODWARD & GRANT,
ENGRAVERS, DIE SINKERS,
Embossers & Lithographers,
Toronto.

FANCY AND FURNISHING GOODS, TRIMMINGS, &c.

COOPER I. & F.,
Importers and Manufacturers of
SHIRTS, COLLARS, FRONTS AND
Gente' Furnishing Generally,
129 Yonge Street.

FISHER J.,
WOOLLENS AND TAILORS TRIMMINGS,
Manufactory, Huddersfield, England,
52 Yonge Street.

TREBLE JOHN M.,
DEALER IN
MEN'S FURNISHING GOODS,
53 King Street West.

FISHING TACKLE.

ALLCOCK S., HAIGHT C. & CO.,
MANUFACTURERS AND IMPORTERS
FISHING TACKLE AND BRITISH
NEEDLES,
39 Colborne Street.

LEUKIE J.,
IMPORTER OF FISHING
TWINES AND WATERPROOF
CLOTHING,
46 Front Street East.

FLOUR AND GRAIN.

BRADFORD ROBT.,
FLOUR DEALER, &c.,
75 Yonge Street.

CLARK J. & A.,
FLOUR AND GRAIN MERCHANTS,
53 Front Street.

KNOWLTON W. H.,
FLOUR AND PRODUCE DEALER,
317 Queen Street West.

McINTOSH W. D.,
WHOLESALE AND RETAIL DEALER IN
Flour and Feed, Grain, Oat and Wheat
Meal, Split Peas, Corn Meal, Buckwheat Flour,
&c. Importer of Glasgow Broom Meal,
209 Yonge Street.

ROGERS T. K.,
DEALER IN FLOUR AND GRAIN,
Wholesale and Retail. Goods delivered to any
Part of the City, Free of Charge.
515 Queen Street West.

FOUNDERS AND MANUFACTURERS.

BEARD BROS.,
STOVE AND MANUFACTURERS
House Furnishing, Goods,
Manufactory: Esplanade in Rear City
Buildings. Salesrooms: 151 Yonge Street
and 31 East Market Square.

CARTER JAMES N., & MARTIN,
ONTARIO ENGINE AND MACHINE
WORKS,
209 Queen Street East.

CURRIE NEIL,
BOILER WORKS, IRON SHIPS,
Iron Bridges and Steam Boilers,
Esplanade near Church Street.

DEAN THOMAS,
BRASS FOUNDER,
119 Adelaide Street West.

DICKEY, NEILL & CO.,
IRON FOUNDERS AND MACHINISTS,
Soho Foundry, 18-30 Beverly Street.

FENSOM JOHN,
ENGINEER AND MACHINIST,
35 and 37 Adelaide Street West.

GURNEY E. & C.,
STOVE MANUFACTURERS,
Toronto and Hamilton,
91 Yonge Street.

HAMILTON WM., & SON,
RAILWAY CAR BUILDERS,
Employ 500 Men,
St. Lawrence Foundry, 206 and 302
Front Street.

HODGINS J. C. & CO.,
ENGINEERS &c.,
Marine Engine Works,
83 Adelaide Street West.

IRVIN & MARSHALL,
ENGINE BOILER MANUFACTURERS,
85 Esplanade Street, Toronto.

MARTIN JAMES, & SON,
ONTARIO ENGINE AND MACHINE
WORKS,
223 and 235 Queen Street East.

MILLER & RICHARDS,
TYPE FOUNDERS TO HER MAJESTY,
Edinburgh, London and Toronto,
18 Jordan Street.

MORRISON JAMES,
BRASS FOUNDER AND STEAM
GAUGE MANUFACTURER,
75 and 77 Adelaide Street West.

PARKER J. O.,
BRASS FOUNDER, MANUFACTURER OF
Engineers' Brass Work and Soda Water
Machinery,
158 York Street.

PERKINS JOHN,
TORONTO BOILER WORKS,
Bridge Works, Iron Girders and Tanks,
146 Front Street East.

ROBERTSON JAMES & CO.,
DOMINION LEAD AND SAW WORKS,
General Metal Merchant and Manufacturer of
White Lead, Paints, Putty, Shot and Lead Pipes
Corner of King and Dorset Streets.

RODDEN W. H., & SON,
MANUFACTURERS OF FARMING
IMPLEMENTS AND EDGE TOOLS,
Corner of Bay and Front Streets.

SCOTT WILLIAM,
IRON FOUNDER,
228 Adelaide Street West.

SMELLIE & FINDLAY,
MANUFACTURERS OF HYDRAULIC
Hot Presses, Engineers, Machinists, &c.,
Esplanade Street, 1st shop East of Church
Street.

TAYLOR J. & J.,
PROPRIETORS TORONTO SAFE WORKS,
TAYLORS PATENT FIRE PROOFSAFES,
Wholesale and Retail
117 and 119 Front East.

TAYLOR JOHN, & CO.,
MANUFACTURERS OF FIRE AND
BURGLAR PROOF SAFES,
60 Esplanade Street.

FRUITMERCHANTS.

TAYLOR WILLIAM,
WHOLESALE AND RETAIL OYSTERS
AND FRUIT DEPOT,
94 Yonge Street.

WINFIELD THOS.,
FRUIT AND PROVISIONS,
71 Colborne Street.

GILDERS.

MATTHEWS H. J., & BRO.,
GILDERS AND PICTURE FRAME MANU-
FACTURERS,
97 Yonge Street.

TAIT GEORGE,
GILDER AND PICTURE FRAMER,
128 Jarvis Street.

GLASS, CHINA AND LAMP MERCHANTS.

CLEVERDON & COMBE,
IMPORTERS OF CHINA, GLASS AND
EARTHENWARE,
35 Front Street.

GOWANS, KENT & CO.,
IMPORTERS OF CHANDELIERS, LAMPS
GLASSWARE, ALSO NEAVES COAL OIL,
10 Front Street.

HARRISON G.,
CHINA, GLASS AND EARTHENWARE,
71 King Street East.

GOVERNMENT DEPARTMENTS,

CRAWFORD, HON. JOHN.
Lieutenant Governor

EXECUTIVE COUNCIL.

MOWATT, HON. OLIVER,
Premier and Attorney General.

McKELLAR, HON. ARCHIBALD,
Minister of Agriculture.

FRASER, HON. C. S.,
Provincial Secretary.

PARDEE, HON. T. B.,
Commissioner of Crown Lands.

GILMOR, LT. COL. CHARLES T.,
Clerk of Legislative Assembly.

RYERSON, REV. EGERTON,
Superintendent of Public Instruction.

GROCKERS.

BENDELARI E. & CO.,
IMPORTERS OF MEDITERRANEAN
PRODUCE,
25 Front Street East.

BROWN & CO.,
IMPORTERS AND WHOLESALE DEALERS
IN WINES AND SPIRITS,
40 Church Street.

BRYAN, EWART & MURRAY,
WHOLESALE GROCERS,
52 Front Street West.

BURNS JAMES,
IMPORTER OF TEAS, SUGAR, LIQUORS
AND GENERAL GROCERS,
5 and 6 City Hall.

CLOSE P. G. & CO.,
WHOLESALE GROCERS,
61 Front Street.

CRAMP, TORRANCES & CO.,
IMPORTERS OF TEAS AND WEST INDIA
PRODUCE,
Cor. Front and Church Streets.

DONALDSON, SINCLAIR & CO.,
IMPORTERS OF TEAS, WINES, LIQUORS
AND GENERAL GROCERIES,
6 Manning's Block, Front Street.

DUNBAR R.,
IMPORTER OF WINES, TEAS AND
LIQUORS,
76 Colborne Street.

FER MILLER W., & CO.,
IMPORTERS AND JOBBERS OF TEA,
COFFEE AND SPICES,
54 Front and 51 Wellington Streets.

FITCH, EBY & THWAITE,
WHOLESALE GROCERS,
32 Yonge Street.

GRIFFITH THOS., & CO.,
London and Italian Warehouse. Importers, Wholesale and Retail Dealers in
GENERAL GROCERIES, WINES, BRANDIES, &c.
218 Yonge Street cor. Albert.

GRIFFITH ROBT. J.,
IMPORTER OF TEAS, WINES, LIQUORS
AND GENERAL GROCERIES,
Cor. Church and Front Streets.

JORDAN ROBT., & CO.,
WHOLESALE GROCERS, WINES AND
LIQUORS,
30 Wellington Street.

McHARDY, RAMSAY & CO.,
IMPORTERS OF TEAS, WINES, BRANDIES
AND GENERAL GROCERIES,
Forbes McHardy, Wm. J. Ramsay,
4 Manning's Block, Front Street.

MICHIE GEO., & CO.,
IMPORTERS OF GROCERIES, WINES
AND LIQUORS,
1 Front Street cor. Yonge.

MINHINNICK & CO.,
IMPORTERS OF TEAS, WINES AND
SPIRITS,
73 Colborne Street.

PERKINS F. & G., & CO.,
WHOLESALE IMPORTERS OF TEAS,
WINES, &c.,
41 and 43 Front Street.

RAMSAY WM., & CO.,
IMPORTERS OF TEAS, WINES AND
GENERAL GROCERIES,
Southwest cor. Scott and Front Streets.

SHIELDS JAMES, & CO.,
Importers of
GROCERIES AND MANUFACTURERS OF
BISCUITS AND CONFECTIONARY,
138 Yonge Street.

SMITH & KEIGHLEY,
EAST INDIA AND WEST INDIA MERCHANTS,
AND IMPORTERS OF
TEAS, AND GENERAL GROCERIES,
12 and 13 Front Street.

TORONTO TEA CO.,
IMPORTERS OF TEAS AND COFFEE,
186 Yonge Street and 161 King Street East.

HARDWARE MERCHANTS.

BROWN WILLIAM,
CARRIAGE HARDWARE,
72 King Street West.

DAVIDSON WM., & SON,
SADDLERY AND CARRIAGE HARDWARE,
118 King Street East.

HEWITT H., & CO.,
WHOLESALE AND RETAIL HARDWARE,
Corner Yonge and Adelaide Streets.

JACKSON JOHN,
HARDWARE, ROCK OIL, TINSMITH,
Galvanized Iron Worker, Plumber and
Coppersmith. Lamps, Chimneys and
House Furnishing Goods.
276 and 278 Queen Street West.

MACNAB & MARSH,
WHOLESALE HARDWARE,
5 Front Street East.

MATTHEW J. M.,
FURNISHING AND GENERAL HARDWARE MERCHANT,
221 Yonge Street.

MILLER A. A.,
HARDWARE MERCHANT,
293 Yonge Street.

PATERSON P., & SON,
WHOLESALE AND RETAIL HARDWARE,
24 King Street.

PIPER NOAH L., & SON,
HOUSE FURNISHING DEALERS,
169 Yonge Street.

RICE LEWIS, & SON,
GENERAL HARDWARE AND IRON MERCHANTS,
Geo. W. Lewis, Arthur B. Lee, John Leys,
King and Toronto Streets.

SAMUEL M. & L.,
IMPORTERS OF METALS,
Chemical Manufacturers' Supplies,
58 Yonge Street; English House, 28
South Castle Street.

THOMPSON & BURNS,
HARDWARE AND EARTHENWARE MERCHANTS,
18 and 20 Front Street West.

WHATMOUGH C. J.,
IMPORTER OF HOUSE FURNISHING
Hardware, Stoves and Tinware,
83 Yonge Street.

WHITTEN N. J., & CO.,
HOUSE FURNISHING DEALERS,
173 King Street East.

WILBUR A. A.,
HARDWARE MERCHANT,
285 Yonge Street.

HATTERS AND FURRIERS.

BARKER GEO.,
MACHINE-MADE HAT COMPANY
24 Grosvenor Street,
Also, Oshawa and Montreal.

COLEMAN & CO.,
WHOLESALE AND RETAIL HATTERS
AND FURRIERS,
55 King Street East.

GILLESPIE J., & CO.,
HATS, CAPS, FURS AND STRAW GOODS,
Wholesale,
64 Yonge Street.

WEY JOSEPH, & CO.,
WHOLESALE HATTERS AND FURRIERS
37 Yonge Street.

HOTELS.

ALBION HOTEL,
W. G. JOHNSON, PROPRIETOR,
East Market Square, opposite St. Lawrence Market.

AMERICAN HOTEL,
GEO. BROWN, PROPRIETOR,
Corner of Yonge and Front Streets.

MANSION HOUSE,
WM. KELLY, PROPRIETOR,
Cor. King and York Streets.

QUEEN'S HOTEL,
THOS. DICK, PROPRIETOR,
T. McGAW, MANAGER,
Front Street.

REVERE HOUSE,
RILEY & MAY, PROPRIETORS,
Corner of York and King Streets.

ROBINSON HOUSE,
Temperance Hotel,
JAMES MATTHEWS, PROPRIETOR,
109 Bay Street.

ROSSIN HOUSE HOTEL,
G. P. SHEARS, LESSEE AND MANAGER,
Corner of York and King Streets.

ST. CHARLES RESTAURANT,
ABNER BROWN, PROPRIETOR,
70 Yonge Street.

WALKER HOUSE,
DAVID WALKER, PROPRIETOR,
Corner of York and Front Streets.

WHITE HART HOTEL AND RESTAURANT,
BELL BELMONT, PROPRIETOR,
340 Yonge Street.

INSURANCE COMPANIES.

ÆTNA LIFE INSURANCE COMPANY OF
HARTFORD, CONN.,
JOHN GARVIN, MANAGER,
Toronto Street.

BEAVER AND TORONTO
MUTUAL FIRE INSURANCE COMPANY,
S. THOMPSON, MANAGING DIRECTOR,
Wellington Street,
Bank of Toronto Buildings.

BRITISH AMERICAN ASSURANCE COMPANY,
PETER PATERSON, GOVERNOR,
F. A. BALL, MANAGER,
Corner of Church and Court Streets.

CONFEDERATION LIFE ASSOCIATION,
WM. MCCABE, GENERAL MANAGER.
This Association, a purely Canadian one,
issues all the most approved forms of
Policies at moderate rates.
Head Office: Masonic Hall.

EQUITABLE LIFE INSURANCE SOCIETY
OF U. S.,
GEO. B. HOLLAND, GEN. AGENT FOR
ONTARIO,
Head Office: 55 Church Street.

HARTFORD FIRE INSURANCE COMPANY
ALEXANDER DAVIDSON, AGENT,
50 King Street East.

IMPERIAL INSURANCE COMPANY,
A. W. SMITH, AGENT,
75 Colborne Street.

ISOLATED RISK INSURANCE COMPANY,
J. MAUGHAN, JUN., MANAGER,
Corner of Church and King Streets.

LANCASHIRE INSURANCE CO.,
W. CAMPBELL, MANAGER; S. C. DUN-
CAN CLARK & CO., AGENTS,
Cor. King and Church Streets.

LIVERPOOL, LONDON & GLOBE INSURANCE CO.,
JAS. FRASER, ACCOUNTANT; FIRE AND
LIFE,
32 Wellington Street.

**METROPOLITAN LIFE INSURANCE CO., OF
NEW YORK,**
F. A. MOORE & SON, GENERAL SUPTS,
60 Church Street.

NORTH BRITISH & MERCANTILE INSURANCE CO.,
R. N. Gooch, Agent: Established 1809; Invested
Funds about Sixteen Million Dollars;
26 Wellington Street East.

PROVINCIAL INSURANCE CO. OF CANADA,
ARTHUR HARVEY, MANAGER:
Agencies in all Towns and Villages in Ontario
and Quebec; accepts Fire and Inland Marine
Risks, at reasonable rates;
Toronto Street.

QUEEN CITY FIRE INSURANCE CO.,
RISKS ACCEPTED ON ALL DESCRIPTIONS
OF INSURABLE PROPERTY,
Head Office, 46 Church Street.

Wm Howland, Presd't; Hugh Scott, Sec'y
QUEEN INSURANCE COMPANY OF LIVERPOOL AND LONDON,
W.M. ROWLAND, AGENT,
Also, for Hartford Steam Boiler Inspection and
Insurance Company,
62 King Street East.

TRAVELERS INSURANCE CO., OF HARTFORD, CONN.,
HAMILTON & CLARKE,
District Agents,
62 King Street East.

R. C. Hamilton, Thos. Clarke.

WESTERN ASSURANCE CO.,
B. HALDANE, MANAGER,
28 Church Street.

JEWELLERS AND WATCHMAKERS,
BLOCK H.,
IMPORTER AND WHOLESALE DEALER
OF JEWELLERY, WATCHES, AND
PLATED WARE,
18 Wellington Street.

JOSEPH J. G., & CO.,
JEWELLERS, WHOLESALE,
46 Yonge Street.

LASH & CO.,
JEWELLERS,
5 King Street East.

ROBINSON JOSEPH, & CO.,
Direct Importers from the Manufacturers of
WATCHES, CLOCKS & FINE JEWELLERY,
Silver and Electro Plated Ware; Presentation
Silver Goods made to order;
Watches and Jewellery repaired,
Sheffield House, 15 King Street West.

RUSSELL THOS., & SON,
KEYLESS WATCH MANUFACTURERS,
57 Yonge Street.

SEGSWORTH JOHN,
Wholesale and Retail Dealer in
WATCHES, JEWELLERY AND FANCY
GOODS,
113 Yonge Street.

STERN SAMUEL,
WHOLESALE IMPORTER OF FANCY
Goods, Jewellery, Musical Instruments,
Stationary, Mirror Plates, &c.,
40 Front and 31 Wellington Streets East.

VENN JAMES,
WATCHMAKER AND JEWELLER,
All Goods and Work warranted;
150 Yonge Street.

WILKES ROBERT,
Wholesale Dealer in
WATCHES, JEWELLERY, CLOCKS AND
FANCY GOODS OF EVERY
DESCRIPTION,
48 and 50 Yonge Street.

LEATHER.

BARRY, SLOANE & FLUMERFELT,
HIDES, WOOL AND LEATHER,
81 Colborne Street.

BEARDMORE & CO.,
TANNERS, LEATHER MERCHANTS AND
IMPORTERS,
6 Wellington Street West.

CAMPBELL S. S.,
MANUFACTURER OF LEATHER BELT-
ING,
15 Iron Block, Front Street West.

DODD F., & CO.,
Manufacturer of
ENAMELLED LEATHER CLOTH FOR
CANADA; FURNITURE, BOOKBINDING, &c.,
Don and River Streets.

HALLAM JOHN,
DEALER IN HIDES, LEATHER & WOOL,
85 Front Street.

HOWE & CO.,
WHOLESALE LEATHER DEALERS,
21 Front Street West.

LE. MEYER,
SHEEP SKIN PULLER AND DEALER IN
WOOL, HIDES AND SKINS,
Head Office, 87 and 89 Front Street;
Factory, 17 and 19 Esther Street; Branch
Store, 642 Queen Street West.

McLEAN & CRAIG,
IMPORTER AND DEALER IN LEATHER,
HIDES, OIL, &c.,
56 Yonge Street.

PEASE BROS.,
MANUFACTURERS OF CLOSED UPPERS
AND DEALERS IN LEATHER, SHOE
FINDINGS, &c.,
Cor. Scott and Colborne Streets.

THORNE, PARSONS & CO.,
IMPORTERS AND DEALERS IN
LEATHER, HIDES, OILS, BARK ETC.
TRACT, FEGAL SHOE FINDINGS, &c.,
79 Front Street.

LUMBER MERCHANTS.

BRIGGS S. S. R.,
DEALER IN CAR TIMBER, BILL TIM-
BER, CLEAR LUMBER,
Pickings, Common and Stock Lumber, Mill
Run Lumber, Shingles, Laths, &c.,
12 Exchange Building.

BURKE WM.,
LUMBER MERCHANT, AND MANUFAC-
TURER OF DOORS, SASH, BLIND
AND SHEETING, PACKING CASES, &c.,
Sheppard and Richmond Streets.

COLWELL W. W., & BRO.,
WHOLESALE AND RETAIL LUMBER
DEALERS,
422 Front Street West.

DAVIDSON JOSEPH,
LUMBER MERCHANT,
199 Spadina Avenue.

FIRSTBROOK WM., & SON,
LUMBER MERCHANTS,
Dressed Lumber, Planing Mills, &c.,
269 King Street East and Front Street.

FORBES WILLIAM,
BUILDER, AND DEALER IN ALL KINDS
of Lumber, Lath, Cedar Posts, &c.,
44 Queen Street.

HILLOCK & KENT,
WHOLESALE DEALERS IN PINE AND
Hardwood Lumber, Laths, Shingles and Fancy
Woods, Veneers and Mouldings,
48 Bay Street near Front Street.

LATCH WM.,
WHOLESALE AND RETAIL LUMBER
MERCHANT,
16 James Street.

McBEAN & BRO.,
LUMBER MERCHANTS,
Cor Terauley and Buchanan Streets.

McDOUGALL & BRO.,
LUMBER DEALERS,
74 Yonge Street.

MUTTON, HUTCHINSON & CO.,
DEALERS IN LUMBER, COAL AND
WOOD,
Corner of Queen and Sherbourne
Streets.

PECKHAM & HOAG,
DEALERS IN LUMBER, DOOR SILLS,
Laths and Shingles, and Manufacturers of
Bridge Timbers, Lumber, &c.,
34 Wellington Street East.

SCARLET SAM'L,
LUMBER MERCHANT,
Dressed Flooring, Sheeting and Shelving.
Bill Lumber Sawed to Order.
410 Queen Street West.

SCARTH BROS.,
TIMBER MERCHANTS AND
Ship Owners,
18 Court Street.

SCOTT P. A.,
DEALER IN LUMBER,
Wholesale and Retail,
652 Yonge Street. P. O. Address,
Yorkville.

SMITH JOHN B.,
LUMBER MERCHANT, MANUFACTURER
of Doors, Sash, Blinds, Boxes, Packing
Cases, &c.,
Front Street, bet. Yonge and Bay
Streets.

SMITH THOMPSON, & SON,
Wholesale and Retail
DEALERS IN PINE AND HARDWOOD
TIMBERS, LUMBERS, &c.,
Esplanade bet. York and Bay Streets.

TAYLOR F. P. O.,
LUMBER DEALERS,
Esplanade West.

WITHROW & HILLOCK,
East Toronto
PLANING MILL, BLIND SASH AND
DOOR MANUFACTURERS;
Dressed Flooring, Sheeting and Mould-
ings constantly on hand;
Corner of Queen and George Streets.

YALE, SANFORD & CO.,
DEALERS IN LUMBER, SHINGLES,
Laths, &c.,
Sanford Yale, Toronto; H. B. Yale, Angus, Ont.
Corner of Front and Frederick Streets.

MANUFACTURERS AGENTS.

ALLAN ALEX. A.,
IMPORTER AND MANUFACTURERS
AGENT,
15 Wellington Street.

FRAZER WM. H.,
MANUFACTURERS AGENT AND
COMMISSION DRY GOODS,
35 Front Street East.

MOORE E. H.,
HARDWARE MANUFACTURERS AGENT
GENERAL AGENT FOR Roberts
FIRE EXTINGUISHER, EDWARDS
FIRE PROOF SAFES, SAFE
LOCKS, WARREN'S SCALES,
32 King Street East.

RIDOUT DONALD C., & CO.,
MACHINERY AGENTS AND ENGINEERS
IMPORTERS AND DEALERS IN
RAILWAY SUPPLIES, &c.,
86 York Street.

MAP PUBLISHERS.

TACKABURY G. N.,
PUBLISHER OF TACKABURY'S MAPS
OF CANADA,
Also, the New Topographical Atlas of the
Dominion
Toronto, London and Montreal.
AGENTS WANTED.

WODSWORTH, UNION & BROWN,
50 Adelaide Street East.
DRAUGHTSMEN AND MAP PUBLISHERS,

MILLS AND FACTORIES.

CURZON R., & CO.,
PROVINCIAL COFFEE, SPICE AND
PICKLE WORKS,
79 Colborne Street.

FOX & CO.,
West End
PLANING MILLS, CONTRACTORS AND
BUILDERS, MANUFACTURERS OF
DOORS, SASHES, BLINDS AND
MOULDINGS:
Planing and Sawing done to order on short
notice;
326 King Street West.

HALL W.,
MILLER AND FARMER,
Springfield Mills, Credit P. O.

HOWLAND P.,
MERCHANT AND MILLER,
Lambton.

ROGERS JOHN,
SASH, DOOR, BLIND AND PLANING
FACTORY,
32 Hayter Street and 16 Buchanan
Street.

SIMPSON JOS.,
KNITTING AND YARN FACTORY,
Berkeley near Front Street.

WILLS & WATSON,
COFFEE AND SPICE STEAM MILLS,
and Agents for Ontario Starch Works Co.,
Corner of Bay and Adelaide Streets.

NEWSPAPERS.

CHRISTIAN GUARDIAN,
Weekly \$2.00 per annum,
REV. E. H. DEWART, EDITOR,
Wesleyan Book Room and Printing Establish-
ment,
80 King Street East.

GLOBE PRINTING AND PUBLISHING CO.
HON. GEORGE BROWN MANAGING
DIRECTOR.
26 & 28 King Street East.
Daily Globe.....\$6.00 per annum.
Weekly " 2.00 per annum.

LEADER (THE)

Daily.....\$6.00 per annum.
Weekly.....2.00 per annum.
GEORGE POTTS, EDITOR,
JAMES PEATTY, PROPRIETOR, PRINTER AND PUBLISHER,
63 King East.

SUN (THE)

Daily.....\$4.00
E. KING DODDS, EDITOR AND PROPRIETOR,
38 King Street West.

MAIL PRINTING CO.,

Daily Mail.....\$6.00 per annum.
Weekly ".....1.50 per annum.
THOS. C. PATTESON, MANAGER,
Cor. King and Bay Streets.

MONEY TIMES,

The Monetary Times Trade Review, devoted to Finance, Commerce and Insurance,
J. M. Trout, Manager,
Weekly.....\$2.00 per annum.
60 Church Street.

SUNDAY TIMES,

H. W. BOOTH, PUBLISHER,
Weekly gratis.
15 Adelaide Street.

ORGAN AND PIANO IMPORTERS AND MANUFACTURERS,

HEINTZMAN & CO.,
PIANO MANUFACTURERS, DEALERS IN ORGANS, ETC.,
115 and 117 King Street West.

LYE EDWARD,

ORGAN BUILDER,
References by permission to John Carter, Esq., Organist St. James Cathedral; Henry Jones, Esq., Organ Builder, Brompton, London.
195 Yonge Street.

MASON, BISCH & NEWCOMBE,

PIANOFORTE AND CABINET ORGAN WAREHOUSES,
81 King Street East.

NORRIS & SOPER,
IMPORTERS, WHOLESALE DEALERS IN PIANOFORTES, ORGANS, &c.,
8 Adelaide Street East.

ROOME F. F.,
CHURCH AND CHAMBER ORGAN BUILDER,
670 Yonge Street.

PAINTS, OILS, &c.

HAMILTON ALEXANDER,
ROOM PAPERS, PAINTS, GLASS, OILS, &c., Paper Hanging, Painting & Glazing,
183 King Street East.

PARSON BROS.,
DEALERS IN PETROLEUM, COAL AND LUBRICATING OILS,
10 Front Street.

STOCK & WEBSTER,
DEALERS AND MANUFACTURERS OF Stock's Extra Machine, and Oils of all kinds,
65 Colborne Street.

PAPER IMPORTERS & MANUFACTURERS,

DAWES EDWARD,
WEST END PAPER WAREHOUSE,
All kinds of Wrapping Paper and Paper Bags,
7 Terauley Street.

STAUNTON M., & BRO.,
MANUFACTURERS OF PAPER HANGINGS,
Cor. King and Yonge Streets, Factory at Yorkville.

TAYLOR JOHN, & BRO.,
MANUFACTURERS OF ALL KINDS OF PRINTING,
Coloured, Manilla, Roll and Common Papers,
30 West Market Square.

PHOTOGRAPHERS.

MATTHEWS M.,
ARTIST AND PHOTOGRAPHER,
Cor. King and Church Streets.

TURNER JOHN,
PHOTOGRAPHER,
Cor. King and Yonge Streets.

PALMER E. J.,
IMPORTER, MANUFACTURER AND DEALER
in Photographers' Materials of every variety,
120 King Street East.

PHYSICIANS, SURGEONS AND DENTISTS.

BARRICK ELI JAMES, M.D. M.R.C.S. ENG.,
L.R.C.P. LONDON, L.R.C.P. & L.R.C.S.,
EDINBURGH,
Lic. Mid. R.C.S., Eng., and Fellow of the Obstetrical Society, London; Professor of Midwifery and Diseases of Women and Children, Victoria Medical College.
97 Bond Street.

CANNIFF WM., M.D. M.R.C.S. (ENGLAND)
PHYSICIAN AND SURGEON TO THE TORONTO GENERAL HOSPITAL,
PRINCIPLES AND PRACTICE OF SURGERY AND GENERAL PATHOLOGY.
301 Church Street.

BIPKINS H., L.D.S.,
SURGEON AND MECHANICAL DENTIST,
Cor. Yonge and Queen Streets.

OLIPHANT D. G., M.D.,
HOMOEOPATHIC PHYSICIAN,
203 Church Street.

PLASTERERS AND MASONS.

DUCKWORTH JOHN,
ORNAMENTAL AND PLAIN PLASTERER, ETC.,
Cor. Phebe and Spadina Avenues.

FARRELL JAMES,
PLAIN AND ORNAMENTAL PLASTERER
Architectural Modeller and worker in Scagliola or Artificial Marble.
518 and 520 Yonge Street.

PLUMBERS AND GASFITTERS.

CUMING & WELLS,
PLUMBERS, GASFITTERS, BRASS FOUNDERS, ETC.,
175 King Street West.

GIBSON W. J.,
PLUMBER, STEAM AND GAS FITTER, BRASS FOUNDER, ETC.,
36 Queen Street East.

MEADOWS S.,
Plumber, Steam and Gas Fitter; Patentee of the Corrugated Silver Plated Reflector; Steam and Water Gauges, Steam Whistles, Globe Valves, Oil Cups, Oil Refiners, Brass Works, Oil Steam Gauges tested and repaired.
31 Queen Street West.

RITCHIE JOHN, & SON,
PRACTICAL PLUMBERS, GAS AND STEAM FITTERS,
192 King Street East.

SMITH H. T.,
PLUMBER, STEAM FITTER AND SODA WATER MACHINE MAKER;
Nickel Silver and Sash Bars; Jobbing of all kinds attended to;
105 Queen Street West.

PRODUCE AND COMMISSION MERCHANTS.

BARCLAY PETER,
PRODUCE AND COMMISSION MERCHANT, DEALER IN FLOUR, FEED, &c.; Advances made on Consignments;
194 King Street East.

COWAN D., & CO.,
WHOLESALE PROVISION AND COMMISSION MERCHANTS,
66 to 70 Colborne Street.

CUFF H. W.,
PRODUCE AND COMMISSION MERCHANT AND IMPORTER OF SALT-SAGE MAKERS' MATERIALS.
48 and 52 St. Lawrence Market.

CULVERWELL J. T.,
PRODUCE AND COMMISSION MERCHANT,
Yonge and Colborne Streets.

GIBB & GALLOW,
PRODUCE AND COMMISSION MERCHANTS,
Lawrence Gibb, Francis Gallow,
83 Colborne Street.

HERSON J.,
PROVISION DEALER, HAMS, BACON, LARD, CHEESE, BUTTER AND EGGS;
Importer of Sausage Cases for the Trade;
18 St. Lawrence Arcade.

McINTOSH W. D.,
PRODUCE MERCHANT,
209 Yonge Street.

MORRISON, TAYLOR & CO.,
PROVISION MERCHANTS; DON RIVER PACKING HOUSE, PORK PACKERS,
72 Front St. East (5 Manning's Block.)

OLIVER S. A.,
PRODUCE & COMMISSION MERCHANT,
Toronto.

PARK JAMES,
WHOLESALE PROVISION MERCHANT; HAMS, BACON, LARD, CHEESE, BUTTER &c.,
Manufacturer of Bologna and Pork Sausages; Importer of Sausage Cases;
41 and 49 St. Lawrence Market, Palace Street.

PEIRCE F. R.,
PROVISION DEALER, HAMS, BACON, BUTTER, LARD, &c.,
233 Yonge Street.

RYAN W.,
PRODUCE & COMMISSION MERCHANT,
3 Exchange Building Wellington, St.

RAILROAD, STEAMBOAT AND TELEGRAPH CO.'S.

ALLAN LINE OF STEAMSHIPS,
H. BOULIER, GENERAL AGENT,
Cor. Front and Scott Streets.

DOMINION TELEGRAPH CO.,
J. D. PURKIS, MANAGER,
Toronto.

MONTREAL TELEGRAPH CO.,
H. P. DWIGHT, SUPERINTENDENT,
Toronto

NORTHERN RAILWAY CO. NADA,
HON. J. FEVERLY ROBINSON, President;
F. W. CUMBERLAND, Managing Director;
THOMAS HAMILTON, Secretary;
C. W. MOBERLY, Chief Engineer;
Cor. Front and Brock Streets.

TORONTO, GREY & BRUCE RAILWAY,
JOHN GORDON, President;
W. SUTHERLAND TAYLOR, Secretary;
EDMUND WEAVER, Chief Engineer;
A. WEATHERSDON, Genl. Supt.;
Cor. Bay and Front Streets.

TORONTO & NIPISSING RAILWAY,
WM. GOODERHAM, Pres. and Mang. Director;
JAMES GRAHAM, Secy. Treasurer;
E. WEAVER, Chief Engineer;
J. C. BAILEY, Supt. and Resident Engineer;
Cor. Front and Bay Streets.

SEWING MACHINES.

CHAMPION FAMILY SEWING MACHINE,
THE BEST AND CHEAPEST IN THE DOMINION AT M. A. WHITE & CO.'S.
90 King Street East.

GATES E. W., & CO.,
SEWING MACHINE MANUFACTURERS;
Our Improved Family Machines are in great demand, also Hand Shuttle; Price \$25.00;
3 Rossin House Block.

HOWE ELIAS SEWING MACHINES,
B. C. REDDEL, MANAGER; DOMINION OFFICE, 391 NOTRE DAME STREET, MONTREAL, W. W. WHITBARK, MANAGER;
117 Yonge Street.

OSBORN FAMILY SEWING MACHINE,
W. M. ORR, MANAGER, GUELPH SEWING MACHINE CO.,
131 Yonge Street.

SINGER HOWE SEWING MACHINE,
H. BAILEY, AGENT,
Also for Lamb's Knitting Machine and the Crescent Button Hole Cutter,
205½ Yonge Street.

WHEELER & WILSON SEWING MACHINE,
G. A. WALTON, GENL. AGENT FOR ONT.,
85 King Street West.

SOCIETIES, BUILDING AND LOAN ASSOCIATIONS, &c.

BUILDING AND LOAN ASSOCIATION,
ISAAC C. GILMORE, SECRETARY,
34 King Street.

CANADA BOLT CO.,
W. J. MORRIS, SUPERINTENDENT,
141 Front St. East.

CANADA LANDED CREDIT CO.,
J. STMONDS, SECRETARY; LOAN MONEY ON REAL ESTATE, ALSO PURCHASE MORTGAGES;
23 Toronto Street.

CHRISTIAN AT WORK ASSOCIATION,
M.S. RICHMOND, MANAGER, ONTARIO BRANCH; AGENTS WANTED;
Toronto.

CITY OF TORONTO PERMANENT BUILDING AND SAVINGS SOCIETY,
Money loaned on Real Estate, Deposits received at interest,
W. COMMINGS, SECRETARY,
22 Adelaide Street East.

COLONIAL SECURITIES CO.,
E. J. U. CHIPMAN, MANAGER,
17 Wellington Street.

COMMERCIAL BUILDING AND INVESTMENT SOCIETY,
JOHN RAINS, SECRETARY,
Cor. Adelaide and Yonge Streets.

EXPRESS COMPANIES.
JOHN D. IRWIN, AGENT CANADIAN
EXPRESS CO. AMERICAN MER.
CHANTS UNION EXPRESS CO.,
EUROPEAN MERCHANTS
DESPATCH TRANSFER CO.,
55 and 57 Yonge Street.

**FARMERS AND MECHANICS LOAN AND
SAVINGS CO.,**
Advances made on City, Town and Farm Pro-
perty. Money received on Deposit, and Interest
allowed at a per cent compounded half
yearly.

GEO. S. C. BETHUNE, SECY. TREAS.,
99 King Street East.

**FIRE EXTINGUISHER MANUFACTURING
CO.,**

W. MORRISON, SECRETARY,
Fire Extinguishers, Engines and Fire Apparatus
82 and 84 King Street East.

FREEMOUL P. B. & S. SOCIETY,
CHAS. ROBERTSON, SECRETARY,
52 Church Street.

IMPERIAL BUILDING SOCIETY,
ED. H. KIRKLAND, SECRETARY,
30 Queen Street West.

LAW SOCIETY, LIBRARY,
S. PATTISON, CHAIRMAN,
Osgoode Hall.

LONDON AND CANADIAN LOAN AND
AGENCY CO., (LIMITED),
J. G. MACDONALD, MANAGER,
5 & 6 Royal Exchange.

METROPOLITAN PERMANENT BUILDING
SOCIETY,
JAMES FRASER, AGENT;
Loans granted on City Property and Farm lands;
18 Wellington Street East.

PROVINCIAL P. B. AND SAVING SOCIETY
J. J. WOODHOUSE, SECY. TREASURER,
86 King Street East.

TRUST AND LOAN CO. OF CANADA,
W. CHAPMAN & W. ANDERSON, COM-
MISSIONERS,
25 Toronto Street.

UNION PERMANENT BUILDING AND
SAVINGS SOCIETY.
W. MACLEAN, SECRETARY-TREASURER,
2 Union Block, Cor. Toronto & Adelaide
Streets.

WESTERN CANADA P. B. AND S. SOCIETY
WALTER L. LEE, SECRETARY AND
TREASURER,
70 Church Street.

TAILORS AND CLOTHIERS.

BAWDON G. & CO.,
DOMINION CLOTHING HOUSE, NOTED
for Cheap and Stylish Clothing always
on hand. Second to None in the
Dominion. Gent's Furnishing in endless Variety.
95 Yonge Street.

BLAND JOHN, & CO.,
CLOTHIERS, OUTFITTERS, AND
IMPORTERS
of General Dry Goods; Household Linens and
Cottons a Specialty;
176 Yonge Street.

FINCH W. S. & SONS,
MERCHANT TAILORING, CLOTHING;
Boys' Clothing and Gent's Furnishings;
4, 6 and 8 King Street East.

LAILEY THOS., & CO.,
WHOLESALE CLOTHIERS,
Dealers in American Rubber Clothing,
14 Front Street West.

LIVINGSTON, JOHNSON & CO.,
WHOLESALE CLOTHIERS,
19 Iron Block.

MATHESON H.,
CLOTHING EMPORIUM.
Garments made to Order at Six Hours' Notice.
A Choice Selection of Gent's Furnishing
Goods always on hand.
16 King Street East.

RIDDELL JOHN,
MERCHANT TAILOR;
Gentlemen's Furnishing Goods, Latest Styles and
Best Quality;
31 and 33 King Street West.

SHOREY H. & CO.,
WHOLESALE CLOTHIERS,
35-Yonge Street, Sample Room; 23 St.
Helen Street, Montreal, Manufactory.

TINSMITHS.

CLEWES JOHN,
TIN AND COPPER SMITH,
Galvanized Iron Worker, Corrugating, Roofing and
Eave Troughing; also B. H. hanging,
Plumbing and General Jobbing,
30 Yonge Street, Yorkville.

COTTRELL WILLIAM,
TIN, IRON, ZINC AND COPPER WORKS,
Dealer in House Furnishing, Oil and Lamps,
81 King Street West.

McDONALD THOS.,
DOMINION TIN WORKS, WHOLESALE
Manufacturers, Round and Square Boars,
Oil Cans, &c.,
157 Queen Street East.

ROBERTSON JAMES, & CO.,
DOMINION LEAD AND TIN WORKS,
General Metal Merchants.
A. J. Somerville, Manager.
Corner of King and Dorset Streets.

WOOD HENRY J.,
MANUFACTURER OF PLANISHED TIN
and Copper Ware, Eave Troughs and Baths
of every Description. Dealer in Stoves
and House Furnishing Goods.
193 King Street East.

TOBACCO MANUFACTURERS.

SCALES JOAB, & CO.,
TOBACCO MANUFACTURERS,
123 Front Street.

TAYLOR & WILSON,
MANUFACTURERS AND WHOLESALE
DEALERS IN TOBACCO AND CIGARS.
118 and 120 Yonge Street.

WALLACE HUGH, & CO.,
TOBACCO MANUFACTURERS,
York Street.

WINE AND SPIRIT MERCHANTS.

DAWSON, FOSTER & CO.,
WHOLESALE WINE IMPORTERS AND
General Merchants,
11 Colborne Street.

BROWN & CO.,
WHOLESALE DEALERS IN WINES AND
SPIRITS.
34 Church Street.

NEAVE, SPENCER, LE NEVE,
WHOLESALE DEALER IN WINES AND
SPIRITS,
251 Parliament Street,

REID C. P., & CO.,
IMPORTERS AND DEALERS IN WINES,
LIQUORS AND CIGARS.
29 Front Street East.

SHAW D. R.,
IMPORTER OF WINE & ALES,
Porters, &c., also Dealer in Bottling Materials
Generally. Canned Ale bottled on the
Premises.
91 King Street West

ST. GEORGE, QETTON & CO.,
IMPORTERS OF WINES FROM THE
Vineyards of France, Spain, Germany, &c.,
7 Toronto Street.

WOOD AND COAL MERCHANTS.

CONGER P. D.,
AGENT FOR SALE OF THE DELAWARE
& Hudson Canal Company's Lackawanna
Coal, and Dealer in Lighthouse, Steamery,
Briar Hill, Mount Morris and other
Coals by the Ton or Cargo,
18 King Street East, and Ontario Wharf.

COOKE & LEAKE,
WHOLESALE AND RETAIL DEALERS
in Coal, Wood, Lumber, &c.,
261 King E. St.

MYLES JAMES,
DEALER IN COAL AND WOOD,
Adelaide and Wellington Streets.

SNARR J.,
IMPORTER AND DEALER IN COAL AND
WOOD,
211 Chesnut, Front Street, opposite City
Weigh Scales.

YEAST CAKES.

CHURCHILL & CO.,
Manufacturers of
CHURCHILL'S HOP YEAST,
39 Front Street.

WATERLOO YEAST CO.,
MANUFACTURERS OF THE TWIN BRO-
THERS CELEBRATED DRY HOP
YEAST CAKES,
Factories: Chicago, Ill., Detroit, Mich.,
Waterloo, N.Y., and 93 Front Street,
East, Toronto.

MISCELLANEOUS.

ATKINSON WM. P.,
SECRETARY SYNOD OFFICE,
4 York Chambers.

BEVAN J. F.,
COOPER,
Yonge Street.

BULL T. H.,
CLERK OF THE PEACE FOR COUNTY
YORK,
Court House.

COATSWORTH E.,
CITY COMMISSIONER,
242 Berkeley Street.

CORPORATION,
OF
Toronto.

CRAWFORD HON. JOHN,
LIEUTENANT GOVERNOR,
Government House.
Cor King and Simcoe Streets.

DAVEY JAMES,
RETIRED,
8 Markham Street.

FARQUHAR JAS.,
MANUFACTURER AND DEALER IN
LIMESTONE,
Esplanade Street nr Northern Station.

GRAHAM HENRY, & CO.,
IMPORTERS OF CARPETS, MATTINGS
AND FLOOR OIL CLOTHS,
2 King Street East.

HESSIN WILLIAM,
WHOLESALE CONFECTIONERS AND
BISCUIT MANUFACTURERS,
7 Front Street East.

HEWITT S.,
IMPORTER AND DEALER IN ALL DE-
SCRIPTIONS OF LIGHTNING RODS,
Yonge Street.

HOWARD A. McLEAN,
CLERK 1st DIVISION COURT,
Court House.

HUNTER LEWIS, & SON,
ESTABLISHED 1803 FOR THE COLLEC-
TION OF DEBTS,
24 Toronto Street

LESLIE JOSEPH,
POSTMASTER,
Post Office.

MACNAB A.,
POLICE MAGISTRATE,
Police Office.

MALCOLM R.,
MANUFACTURER OF SADDLES, HAR-
NESS, TRUNKS,
Commercial Travellers Sample Cases, Lather
Belting, Fire Engine Hose, &c.,
181 King Street East.

MASON WM. T.,
OFFICIAL ASSIGNEE, ACCOUNTANT
AND GENERAL AGENT,
26 Toronto Street.

McCAUSLAND JOSEPH,
CANADA STAINED GLASS WORKS; ME-
MORIAL WINDOWS EXECUTED, &c.,
8 King Street West.

McREA W.,
OFFICE OF CANADA PRESBYTERIAN
CHURCH,
Colborne Street.

MORSE GEO. D., & CO.,
SOAP, CANDLE AND LARD OIL MANU-
FACTURERS,
26 Market Square.

COMMERCIAL AGENCY
of Canada,

MURRAY, MIDDLEMISS & CO.,
6 Wellington Street East

Also,
MONTREAL, HAMILTON,
ST. JOHN and HALIFAX.

Associate Offices throughout
UNITED STATES AND EUROPE

A Home Institution and a perfected system
Now the leading institution of the kind the
country.

STIDBS JAMES,
NOTARY
26 Adelaide West.

PLUMMER WM.
INDIAN COMMISSIONER
Romaine Building.

RILEY & MAY, Standard Canadian Bill and Table Manufacturers, with Philon's Combination Cushions, and Importers and dealers in everything appertaining to the game. 82 York Street; Factory: 81 Adelaide Street West. ROBINSON SIR J. L., SHERIFF CLERK,	SHORTIS THOS., MINERAL LANDS, LAKE SUPERIOR, 32 Exchange Building. SWEETMAN MATTHEW, P. O. INSPECTOR, P. O. Building.	SMITHS J. A., CONSUL OF THE GERMAN EMPIRE, Seed Merchant and Florist, 20 West Market Street. THOMAS GEORGE, ISSUER OF MARRIAGE LICENSES, Accountant and General Agent, 40 Church Street.	WESLEYAN BOOK ROOM & OFFICE, SAMUEL ROSE, MANAGER, 80 King Street. WILSON C., SCALE MANUFACTURER, 30 Toronto Street.
---	---	--	---

PARIS.

ADAMS, HACKLAND & CO., Proprietors of Grand River Knitting Mills, Manu- facturers of Shirts, Drawers, Hosiery, Yarns, &c. ARNOLD CHARLES, NURSERY MAN, ACRES J. W., (B.A., L.R.C.P.) HEAD MASTER HIGH SCHOOL. COLEMAN T. W., PROPRIETOR PLASTER BED AND MILLS. CLAY & REITH, Proprietors of Ontario Knitting Mills, Manufacturer Shirts, Drawers, Stockings, &c.	DAUEL REV. JOHN, WESLEYAN MINISTER, DOWLING REV. F. J., ROMAN CATHOLIC PASTOR, FERRIS REV. J. W., MINISTER PRESBYTERIAN CHURCH, Dumfries Street. GRAY T. P., Proprietor Farmers Exchange Hotel, also, Licensed Auctioneer, for Counties of Brant, Waterloo, and Oxford. This branch strictly attended to. Mechanic Street.	HART HENRY, ATTORNEY AT LAW, SOLICITOR IN CHANCERY, NOTARY PUBLIC, &c. HOFFMAN & SCHAFER, General Dealers in Dry Goods, Groceries, Hard- ware, Crockery, Boots & Shoes, Liquors and Provisions, Flour Feed, &c., &c. MCGROREY THOMAS, Proprietor of Gore Hotel, "River Street," Sample Rooms for Commercial Travelers, and all necessary accommodation strictly attended to. POWELL W. O., "The Paris Star" a weekly Reform Journal, pub- lished every Wednesday & even on. It is now nearly 25 years in existence, and has a large cir- culation; Price \$1.50 per annum in advance. W. O. Powell, Publisher and Proprietor.	PATTON BROS., DEALER IN HARDWARE, PAINTS, OILS, WALL PAPER, &c., &c. PHILIP REV. J. B.A. WESLEYAN METHODIST MINISTER, SCOTT G. L., Chemist and Druggist, Importer of China, Glass and Earthenware, from the English Manufacturers. TOWNLEY REV. A., INCUMBENT ST. JAMES CHURCH. TURNBULL & THOMPSON, Planing and Saw Mills, Doors, Mash Mouldings on hand and made to order.
--	--	---	--

WINDSOR.

ARMOUR JOHN, CONVEYANCE AND ISSUER OF MAR- RIAGE LICENSES. BARRETT E., PROPRIETOR OF AMERICAN HOTEL, Near G. W. R. Station. BARTLET ALEXANDER, TOWN CLERK. BARTLET JAMES, BUILDER AND CONTRACTOR. BONNER REV. J. O., PASTOR FIRST BAPTIST CHURCH. BUCHAN THOMAS, VICTORIA TOBACCO WORKS. BLACK & YOUNG, COMMISSION MERCHANTS, (Detroit, Michigan.)	CAMPBELL GEORGE, LUMBERMAN. CAMPBELL J. A. H., LUMBERMAN. CASGRAIN C. E., PHYSICIAN AND SURGEON. DAW THOMAS, STATION MASTER G. W. R. DOUGALL JAMES, WINDSOR NURSERIES. GIRDLESTONE G. W., FORWARDING AND COMMISSION MERCHANT, Dealer in Oil, Coal, Salt, &c. HINGLE MARTIN, BUILDER AND CONTRACTOR.	KENNEDY H., IMPORTER AND WHOLESALE DEALER IN WINES AND SPIRITUOUS LIQUORS. LUSTED STEPHEN, EDITOR AND PROPRIETOR OF THE "ESSEX RECORD." Published weekly for \$1.50 per year. MCGREGOR BROTHERS, BANKERS AND BROKERS. MCDONELL S. S., COUNTY CROWN ATTORNEY AND DEPUTY REGISTRAR. MORTON H., AGENT MERCHANTS BANK. MOORE G. H., BUILDER AND CONTRACTOR.	O'CONNOR JOHN, M.P.P., BARRISTER, &c. PREST T., BANKER, BROKER AND REAL ESTATE PRINCE ALBERT, M.P. QUEEN'S COUNSELLOR. SHIPLEY G., (Reeve), MERCHANT TAILOR AND DEALER IN READY-MADE CLOTHING. SHORLAND W., MARBLE CUTTER. SULLIVAN J. D., SUPERINTENDENT OF G. W. RAILWAY FERRIES.
--	---	---	---

WALKERVILLE.

JENKINS HENRY, SHIP BUILDER.	MONTREUIL LUKE, REEVE OF THE TOWNSHIP OF EAST SANDWICH, 1st CONCESSION, LOT No. 97.	McAFFEE HENRY, POST MASTER AND GENERAL MER- CHANT.	WALKER HIRAM, & SON, DISTILLERS, MILLERS, MALTSTERS, &c.
--	---	--	--

BUSINESS CARDS OF THE PATRONS OF THE ATLAS
COMPRISING THE
PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN
IN THE CITY OF LONDON.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

AGENTS. CHADWICK S., <i>EXPRESS AGENT.</i> Agent American Express Co., Canadian Express Co., European Express, Merchants' Dispatch. Richmond Street. CURRIE DONALD, <i>AGENT FOR HENDRIE & CO.,</i> Clarence Street. DEMSTER WILLIAM, <i>AGENT HARTFORD FIRE INSURANCE COMPANY,</i> Molsons' Bank. EMERY A. S., <i>REAL ESTATE AGENT, AUCTIONEER AND NURSERY MAN.</i> HARRIS GEORGE B., <i>REAL ESTATE AGENT AND DEALER IN LAND,</i> Dundas Street. JOHNSON JAMES, <i>AGENT ONTARIO FIRE INSURANCE CO.</i> Richmond Street. JOHNSON JOHN, <i>AGENT G. W. RAILWAY,</i> Colbourn Street. MOORE W. M., & CO., <i>REAL ESTATE, INSURANCE AND GEN- ERAL AGENTS.</i> NATTRASS J., House, Land, <i>OCEAN STEAMSHIP,</i> Railway Ticket and General Insurance Agent Richmond Street. SMYTH A. G., <i>SHIPPING AND INSURANCE AGENT,</i> City Ticket Office, Grand Trunk Railway Co., Richmond Street.	TACKABURY G. N., <i>MAP PUBLISHER,</i> London, Toronto and Montreal. BARRISTERS, ETC., LONDON. DAYLY RICHARD <i>BARRISTER, SOLICITOR, NOTARY PUB- LIC, &c.</i> BEECHER, STREET & BEECHER, <i>BARRISTERS, ATTORNEYS, &c.</i> BROWN, JOHN J., <i>SOLICITOR AND NOTARY PUBLIC.</i> CRONYN, B., <i>BARRISTER, &c.</i> CRONYN & MARTIN, <i>BARRISTERS, &c.</i> DIXON JOHN R., <i>ATTORNEY AT LAW, SOLICITOR IN CHANCERY, CONVEYANCER, &c.</i> FLOCK J. H., <i>BARRISTER, ATTORNEY, NOTARY PUBLIC, &c.</i> FRASER & FRASER, <i>BARRISTERS, ATTORNEYS AT LAW, SO- LICITORS, NOTARIES PUBLIC, &c.</i> J. H. Fraser and M. D. Fraser. GLASS & FITZGERALD, <i>BARRISTERS, &c.</i> David Glass, W. W. Fitzgerald. HARRIS, MAGEE, & CAMPBELL, <i>BARRISTERS, ATTORNEYS AND SOLIC- ITORS.</i> HOLMES C. D., <i>BARRISTER.</i> HUTCHISON CHARLES, <i>BARRISTER, ATTORNEY AT LAW,</i> Solicitor in Chancery, Notary, Conveyancer, &c. MACDONALD A. J. B., <i>ATTORNEY AND SOLICITOR.</i>	MACMILLAN & TAYLOR, <i>BARRISTERS.</i> McMAHON, GIBBONS & McNABB, <i>BARRISTERS AND ATTORNEYS AT LAW, NOTARIES PUBLIC,</i> Corner of Richmond and Dundas Sts. MEREDITH & MEREDITH, <i>BARRISTERS, &c.</i> PARKE E. J., <i>BARRISTER, &c.</i> PARTRIDGE & ESSERY, <i>ATTORNEYS, SOLICITORS, NOTARIES PUBLIC,</i> Dundas Street. REED E. J., <i>BARRISTER AND ATTORNEY AT LAW,</i> Richmond Street. ROCK WARREN, <i>BARRISTER, &c.,</i> Dundas Street. SCATCHARD & MEREDITH, <i>BARRISTERS AND ATTORNEYS AT LAW,</i> Dundas Street. SHANLEY J., <i>MASTER IN CHANCERY,</i> Ridout Street. BANKS AND BANKERS. BULLEN W. F., Secretary and Treasurer of the Ontario Savings and Investment Society. CARSON T., <i>MANAGER OF BANK OF BRITISH NORTH AMERICA.</i> GIBSON L., <i>HURON AND ERIE SAVINGS AND LOAN SOCIETY.</i> IRELAND A. H., <i>MANAGER ST LAWRENCE BANK,</i> Richmond Street. JEFFERY JOSEPH, <i>BANKER AND MANAGER OF MOLSONS BANK.</i>	SYER E. W., <i>MANAGER OF CANADIAN BANK OF COMMERCE.</i> TAYLOR HENRY, <i>BANKING HOUSE,</i> Richmond Street. BOOT AND SHOE DEALERS AND LEATHER FINDINGS. JOHNSON ALEXANDER, <i>WHOLESALE AND RETAIL DEALER IN LEATHER FINDINGS.</i> MERRIT & CO., <i>IMPORTERS AND WHOLESALE DEAL- ERS IN BOOTS AND SHOES.</i> McDONALD A. C., Manufacturer, Wholesale and Retail Dealer in Boots, Shoes and Rubbers, Dundas Street. WILLIAMS JOHN, <i>WHOLESALE AND RETAIL DEALER IN LEATHER AND FINDINGS.</i> BOOKSELLERS, BOOKBINDERS, STATIONERY, ETC. BRYCE WILLIAM, <i>WHOLESALE AND RETAIL BOOKSELL- ER, STATIONER AND NEWS DEALER.</i> CHAPMAN CHARLES, <i>BOOKBINDER AND MANUFACTURING STATIONER,</i> Dundas Street. MILLS JOHN, <i>WHOLESALE AND RETAIL BOOKSELL- ER, STATIONER AND NEWS DEALER,</i> Richmond Street. REID ROBERT, <i>BOOKSELLER, STATIONER AND BOOK- BINDER,</i> Dundas Street. TAYLOR E. A., & CO., Booksellers, Stationers, News Dealers and Blank Book Manufacturers, Richmond Street. BREWERS. CARLING W. & J., <i>BREWERS AND MALTSTERS.</i>
--	---	--	---

LABATT JOHN,
London Brewery; Brewer of Pale Ale and Porter and Manufacturer of Malt,
Foot of Talbot Street.

SLATER JAMES,
MALTSSTER,
Ridout Street.

CITY OFFICERS.

ABBOTT ALEX. S.,
CITY CLERK,
City Clerk's office.

ANDRUS C. M.,
ALDERMAN.

BROWN JOHN,
CITY CHAMBERLAIN,
City hall.

CHURCHER T.,
OFFICIAL ASSIGNER,
Ridout Street.

KERN JOHN,
ALDERMAN.

MCCORMACK ANDREW,
MAYOR.

ROBINSON WILLIAM,
CITY ENGINEER,
City hall.

STARR WILLIAM,
ALDERMAN,
Clarence and Gray streets.

WILLIAMS JOHN,
ALDERMAN,
Maitland street.

CLERGY, ETC.

HIS LORDSHIP BISHOP OF HURON,
NORWOOD HOUSE.

HIS LORDSHIP THE BISHOP OF LONDON.

ROMAN CATHOLIC BISHOP.

BRUYEREVY, V.O., VERY REV. J. M.,
ROMAN CATHOLIC CLERGYMAN.

FILROY REV. E. B.
ROMAN CATHOLIC CLERGYMAN.

SMYTH, REV. J.,
CLERGYMAN,
Hill street.

CHINA, GLASSWARE, ETC.

REID, W. J., & CO.,
Wholesale
IMPORTERS OF CROCKERY, CHINA,
Glassware, Fancy Goods, Cutlery, Lamps and
Lampware,
Dundas street.

ROWLAND A., & CO.,
IMPORTERS OF CHINA, CROCKERY,
Glass Lamps and Fittings, Plated Goods, Fancy
Goods, &c., also dealers in Coal Oil, wholesale
and retail.
196 Richmond street.

CARRIAGE MAKERS.

ABBOTT BROTHERS,
MANUFACTURERS OF CARRIAGES AND
SLEIGHS,
Dundas street.

CAMPBELL JOHN,
CARRIAGE MAKER,
King street.

PLUMMER & SON,
BENDING FACTORY, AND WAGGON,
SLEIGH AND HUB SHOP, WHOLESALE,
Ridout street.

TURNER S., & J.,
Manufacturers of Carriages, Waggon, Buggies
and Sleighs. Repairs promptly and neatly executed;
all orders punctually attended to. Factory nearly
opposite Roman Catholic Church,
Richmond street.

CHEMISTS AND DRUGGISTS.

HARKNESS & CO.,
CHEMISTS AND DRUGGISTS,
Patent Medicines and Perfumery, Combs, Brushes,
&c., &c.,
Dundas street.

MITCHELL B. A.,
WHOLESALE DRUGGIST.

PUDDICOMBE R. W.,
CHEMIST AND DRUGGIST,
Perfumery, Toilet Articles and Patent Medicines.

ROBINSON W. H., & CO.,
CHEMISTS AND DRUGGISTS,
Richmond, opposite City hall.

SAUNDERS WILLIAM,
Honorary Member of the British Pharmaceutical
Conference;
CHEMIST, PHARMACEUTIST AND MAN-
UFACTURER OF FLUID EXTRACTS,
Dundas street.

CONFECTIONERY, &C.

MCCORMICK T.,
DOMINION STEAM CONFECTIONERY
AND BISCUIT WORKS.
Corner of Dundas and Wellington streets.

PLUMMER E., & CO.,
PROPRIETORS OF PLUMMER'S SNOW
FLAKE BAKING POWDER.
Richmond street.

DRY GOODS AND CLOTHING.

ATKINSON J., & CO.,
WHOLESALE AND RETAIL DRY GOODS
IMPORTERS.

ALLEY H. B. B.,
IMPORTER DRY GOODS, MILLINERY
AND LADIES FRENCH COSTUMES

BEATTIE THOMAS, & CO.,
IMPORTERS OF SILKS, VELVETS, REAL
LACE, KID GLOVES, &c., &c.

BURNS GEORGE,
MANUFACTURER AND DEALER IN
CLOTHING,
Dundas street.

BIRRELL J., & CO.,
WHOLESALE DRY GOODS IMPORTERS
Carling street.

BRUNTON W. Y.,
BERLIN WOOLS, LADIES UNDER-
CLOTHING, LACES AFALL KINDS,
RIBBONS AND FANCY GOODS.

CHISHOLM ANDREW, & CO.,
Importers of all kinds of
FANCY AND STAPLE DRY GOODS,
Millinery, Carpets, Floor Oil Cloth, &c.

DRANGER & MEYER,
GREAT WESTERN CLOTHING STORE,
Manufacturers and Dealers in Clothing,
Richmond Street.

GAULD ALEX.,
MERCHANT TAILOR AND CLOTHIER,
Dundas street.

GREEN, PETERS & CO.,
WHOLESALE DRY GOODS AND MIL-
LINERY,
Richmond street.

KINGSMILL T. F.,
The store without doors or windows, now known
for
DRY GOODS
as the cheapest in the Dominion. The produc-
tions of Canada made a specialty,
Dundas Street.

LANG, SUTHERLAND & CO.,
WHOLESALE DRY GOODS IMPORTERS,
Carling street.

MCINTOSH A., & J. G.,
Importers and Dealers in
STAPLE AND FANCY DRY GOODS,
Carpets, English Floor Oil Cloth, House
Furnishing, &c. Clothing made to order by first-
class workmen.

MCINTOSH A., & J. G.,
DEALER IN CLOTHING AND DRY
GOODS,
Dundas street.

MILLER EDWARD,
IMPORTER OF BERLIN WOOL AND
FANCY GOODS.

POWELL A. B., & CO.,
In Mantles, Millinery, Silks, Laces, Kid Gloves
and
STAPLE DRY GOODS,
we claim to be the largest Importers in the city.
Clothing made to order.

ROBINSON GEORGE,
IMPORTER OF STAPLE AND FANCY
DRY GOODS,
Carpets, floor oil cloths, &c.

SUTHERLAND GEORGE D.,
Manufacturer of Clothing, Millinery and Mantles,
also,
IMPORTER OF STAPLE AND FANCY
DRY GOODS,
Corner of Dundas and Richmond sts.

WALKER ROBERT & SONS,
POPULAR CLOTHING HOUSE,
Shawls, Mantles, Millinery and Dry Goods.—
Golden Lion,
Dundas street.

WALLACE ROBERT,
CLOTHIER AND GENTS OUTFITTER,
Richmond street.

FOUNDRIES, MACHINE SHOPS, &c.

GRAY GEORGE,
Manufacturer of
IRON AND WOODEN PLOUGHS,
Cultivators, Steel Mould and Plough Cast-
ings for sale.

MCCOLAPY MANUFACTURING CO.,
Manufacturers of
STOVES AND GENERAL IRON.
FOUNDERS,
York and Wellington streets.

ONTARIO CAR CO.,
Manufacturers of
RAILWAY CARS,
Thomas Muir, Manager.

WINNETT EDWARD,
Boiler Manufacturer. All sorts of
STEAM BOILERS,
Oil Stills and Agitators made of the best
material and workmanship. Repairs carefully at-
tended to.
Corner of Bathurst and Adelaide sts.

THE SINGER MANUFACTURING CO.,
The Singer Manufacturing Co., 34 Union
Square, New York. Manufacturers of New York
Singer Sewing Machines—London Office 165
Dundas st., R. C. Hickok, Manager.
165 East Dundas street.

WILLIS A.
SUPERINTENDENT ONTARIO CAR
WORKS.

FURNITURE MANUFACTURERS.

FERGUSON JOHN,
CABINET FACTORY.

MOORHEAD G.,
Manufacturing Co., wholesale and retail dealers
in FURNITURE & HOUSE FURNISHINGS,
King street.

GROCERS, &c.

ADAMS, E., & CO.,
IMPORTERS OF TEAS, SUGARS, TOBACCO,
WINES AND LIQUORS.

ELLIOTT BROTHERS,
WHOLESALE AND RETAIL GROCERS,
AND WINE MERCHANTS,
Dundas street.

FERGUSON & CO.,
WHOLESALE AND RETAIL GROCERS.

MCDONOUGH T. J.,
GROCER, WINE AND SPIRIT MERCHANT
Dundas street.

SMYTH JOHN B.
GROCER, WINE AND SPIRIT MERCHANT,
Talbot street.

SMITH FRANK, & CO.,
IMPORTERS & DEALERS IN GROCERIES,
Dundas street.

SMITH P.
GROCERS, WINE & LIQUOR MERCHANTS,
ALE & PORTER IN BBLs. OR BOTTLES.
Corner King & Richmond streets.

SIMSON W. & B. & CO.,
GROCERS AND WINE MERCHANTS.

GOVERNMENT OFFICIALS.

GRIFFIN GILBERT,
POST OFFICE INSPECTOR.

LAWLESS L.,
POSTMASTER

MURRAY ADAM,
COUNTY TREASURER,
Ridout street.

McCLARY, PETER,
COLLECTOR OF INLAND REVENUE,
Office in New Custom House.

WILSON C.
A. M. A. OF CANADA.
Tallbot street.

HATTERS.
BELTZ EDMUND,
WHOLESALE AND RETAIL HATTER
AND FURRIER, HATS, CAPS, &c., MADE
TO ORDER,
Dundas street.

HARDWARE.
SMITH, CHAPMAN & CO.,
IMPORTERS AND DEALERS IN
SADDLERY, COACH BUILDING AND
GENERAL HARDWARE,
Dundas street.

HOTELS.
CONKLIN & MOORE,
Proprietors of
THE TECUMSEH HOUSE,
The only First-Class Hotel in the city.

DEACON S.
Proprietor of the DEACON HOTEL. This Hotel
is situated close to the Market Square, is large and
commodious, affording every business convenience
for travellers and the public generally. Excel-
lent stabling accommodation.
Corner of King and Tallbot street.

EELLS, E. W.
PROPRIETOR OF THE ANGLO-AMERI-
CAN HOTEL,
Corner of York and Wellington street.

GRIGG SAMUEL,
Proprietor of
THE AMERICAN HOUSE.
A first-class Livery in connection,
Richmond and York streets.

HAWTHORN W.,
Proprietor of STRONG'S Hotel. This well-
known and old established Hotel, is centrally situ-
ated in the neighborhood of the Banks and Post
Office, and affords the best accommodation in the
city for commercial travellers, and the travelling
public generally. First class stable.

LYOYD THOMAS,
Proprietor of the BRITANNIA HOTEL. This
House is centrally located near the G. W. R. R.,
G. T. R. 3. & London & Port Stanley R. R. First
class Livery & Rigs always on hand for commer-
cial travellers. Charges moderate.
Cor. of Wellington & York sts., N.W. cor.

WASTIE THOMAS,
PROPRIETOR OF THE CLARENCE
HOUSE, TEMPERANCE HOTEL,
Corner of Clarence & King streets.

WOOD JOHN,
PROPRIETOR OF THE ONTARIO HOTEL.
King street.

LUMBER MERCHANTS.
BELTON J. H.,
Wholesale and Retail
LUMBER, LATH, CEDAR POSTS, SHING-
LES, &c.
Flooring and Siding dressed always on hand.
Orders solicited.
York, between Wellington and Clarence
streets.

GREEN THOMAS,
BUILDER AND MANUFACTURER OF
SASH DOORS AND BLINDS.
Steam Planing Mill. All Orders promptly executed.
Bathurst, between Clarence and
Wellington streets.

GREEN H. C.,
MANUFACTURER, WHOLESALE AND
RETAIL DEALER IN ALL KINDS OF
LATH.
In general use, Lath, Cedar Posts. Mills at Car-
ronbrook and Cape Town. Office, London.
Clarence and Bathrow streets.

KINCALTON M.,
Wholesale and Retail Dealer in
LUMBER, SHINGLES, LATH, CEDAR,
POSTS, &c., &c.
Lumber and Siding dressed. Orders solicited.
13 York street, West of Tecumseh
house.

WILLIS W. & J.,
Wholesale and Retail Dealers in
LUMBER, LATH, SHINGLES, CEDAR
POSTS, &c.
Lumber and Siding dressed.
York street, north side, opposite the
G. W. R. Passenger Station.

WINNETT J. H.,
Winnett's Old Established
LUMBER YARD
Is always supplied with all kinds of Dressed and
Undressed Lumber, Lath, Shingles, Square
Timber, Cedar Posts, &c.,
York and Clarence Stre

MUSIC.
EENSON, BROS.,
Successors to Andrus Bros.
ORGAN AND MELODEON
MANUFACTURERS,
King street.
C. F. COLWELL & CO.,
(Successors to Andrus Bros.)
Wholesale and Retail
ORGANS AND MELODEONS
And Importers of the best American Pianos.
Office and Salesroom: 135 Dundas st.

OIL PRODUCERS & DEALERS.
FITZGERALD F. A., & CO.,
UNION PETROLEUM WORKS,
Manufacturers and Exporters of Illuminating and
Lubricating Oils, Benzine, &c.
Adelaide street.

GEARY, ENGLISH & CO.,
MANUFACTURERS AND EXPORTERS
OF PETROLEUM.

HILLSON R.,
Manufacturer of
WOOL AND LUBRICATING OILS,
Also Pressed Bungs and Plugs. Works, south of
the Ontario Chemical works.
Hamilton road.

MILLER T. & J., & CO.,
REFINERS AND EXPORTERS OF
PETROLEUM OIL.

ROSS A. M., & CO.,
DOMINION OIL WORKS, MANUFACTU-
RERS AND WHOLESALE EXPORTERS.

SIFTON JOHN W.,
OIL MERCHANT.

SPENCER W., & SON,
MANUFACTURERS AND EXPORTERS
OF PETROLEUM,
Adelaide street.

WALKER JOHN,
MANUFACTURER OF OIL CHEMICALS.

WATERMAN BROS.,
MANUFACTURERS AND EXPORTERS
OF PETROLEUM,
Richmond street.

PHYSICIANS.
LANDOR HENRY,
SUPERINTENDENT OF THE LONDON
ASYLUM FOR THE INSANE.

LANCASTER J. J., M.D.,
HOMOEOPATHIC PHYSICIAN AND
SURGEON,
Dundas street.

MCTAGGERT M. F., M.D.,
PHYSICIAN AND SURGEON. OFFICE,
HUNT'S BLOCK.
Richmond street.

NELLES J. A.,
PHYSICIAN AND SURGEON,
Dundas street.

WILSON J. H.,
VETERINARY SURGEON.
Member of the Ontario V.T. College. Office,
New Arcade; Residence, Richmond Street,
opposite the Old Nunnery.

PRINTING OFFICES, &c.
CAMERON JOHN, & CO.,
PUBLISHER ADVERTISER.
Daily, \$6 per annum; weekly, \$1. Best
Advertising Medium in Western Ontario.
Richmond street.

M. D. DAWSON, & CO.,
DAILY AND WEEKLY HERALD.
Daily, \$6; weekly, \$1 per annum. Circulation
larger than any other paper published
in London.
Dundas street.

GAHAN HENRY,
JOURNALIST, HERALD OFFICE.

LONDON FREE PRESS PRINTING CO.,
DAILY AND WEEKLY FREE PRESS.
Daily, \$6 per annum; weekly, \$2. Daily the only
morning paper west of Toronto; the ablest
and best advertising medium in
Western Ontario.

SCHUYLER, SMITH & CO.,
SUBSCRIPTION BOOK PUBLISHERS.
and Dealers in Engravings, Lithographs,
Chromos, &c. Agents Wanted.
185 East Dundas street.

PRODUCE DEALERS AND MILLERS.

HEATH & FINNEMORE,
COMMISSION AND PRODUCE MER-
CHANTS.
King and Richmond streets.

HUNT C. B.,
MILLER AND PRODUCE DEALER.
Richmond street.

KAINS N. K.,
COMMISSION MERCHANT AND PRO-
DUCE DEALER.
York street.

PHILLIPS G.,
MILLER AND PRODUCE DEALER.
Ridout street.

SAUNY J. D.,
MILLER AND PRODUCE DEALER.

TURVILL GEO.,
MILLER AND PRODUCE DEALER.
King street.

SCHOOLS, TEACHERS, &c.

BOYLE J. B.,
INSPECTOR OF PUBLIC SCHOOLS.

BROWN SAMUEL R.,
TEACHER R. C. SCHOOL.

CAMPBELL A. J., M.D.,
PRINCIPAL OF KING STREET PRI-
MARY SCHOOL.

W. REIMER,
FORMERLY MASTER HIGH SCHOOL
GRIMSBY.

SWAYZE & GAHAN,
LONDON COMMERCIAL COLLEGE.
The Best Institution of the kind in Canada.
Parents will please send for a Circular, containing
terms, &c.
Geo. A. Swayze, Manager.
Wellington street.

STAINED GLASS.
LEWIS R.,
ONTARIO STAINED GLASS WORKS,
Dealer in White Lead Oils, Glass, &c.
Wall paper Wholesale and Retail,
Richmond street.

TELEGRAPH OFFICIALS.
FURNESS W. C.,
MANAGER OF THE MONTREAL TELE-
GRAPH COMPANY,
Albion Buildings, Richmond street.

McFARLANE F. B.,
MANAGER OF THE DOMINION TELE-
GRAPH COMPANY.
Palmer's Block, Richmond street.

MISCELLANEOUS.
BUTCHER W. H.,
Patentee and Manufacturer of the combined
BABY-JUMPER, WALKER AND SWING
CHAIR. Agents wanted. Rights for sale.
London.

BAKER J. R.,
Wholesale and Retail Dealer in
FOREIGN AND DOMESTIC FRUITS,
Oysters, Fish and Game, also all kinds of Canned
Fruit.
191 Richmond street.

McGLOUGHLIN W. D.,
Wholesale and Retail dealer in fine
GOLD AND SILVER WATCHES,
genuine Jewellery, Diamonds and Precious stones,
Clocks and Fancy goods. Manufacturer of all
kinds of Jewellery. Masonic goods of all
descriptions on hand and manufactured
to order.
77 Dundas street.

McCOLL BROS.,
NURSERYMEN.

REED, E. B.
SECRETARY CHURCH SOCIETY DIO-
CESE OF HURON,
Waterloo street.

RUTHERFORD W. T., & CO.,
Importers and wholesale dealers in
CIGARS AND TOBACCO,
also General Commission Merchants.
82 Dundas street.

ROWLAND & JEWELL,
PORK PACKERS.

SEALE JAMES, & SON,
Wholesale and Retail Manufacturers of Beer, Oil,
FLOUR AND LIQUOR BARRELS,
also Tubs, Churns, Tinnets and general cooperage,
King street.

SMYTH J. W.,
MARBLE AND STONE WORKS,
Wellington street.

VINING W. R.,
TREASURER OF THE AGRICULTURAL
INSURANCE COMPANY.

WILSON CROWELL, M.P.,
LOT 18 & CON. LONDON TOWNSHIPS,

BUSINESS CARDS OF PATRONS OF THE ATLAS

COMPRISING THE

PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN

IN BRANTFORD.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

BRETHOUR H. W., IMPORTER OF FOREIGN AND BRITISH DRY GOODS, WHOLESALE AND RETAIL, Colborne Street.	ELLIOTT JOHN, BUILDER AND CONTRACTOR, Darling Street.	LEMMON HENRY, Editor and Proprietor of the Brantford Daily and and Weekly "Courier." Dalhousie Street.	SMITH JOHN, COUNTY SHERIFF, Office at Court House.
BOWMAN JACOB, PROPRIETOR OF RAILWAY HOTEL, Harrisburg.	EDY J. N., PHOTOGRAPHIC ARTIST IN ALL ITS RESPECTIVE BRANCHES, No. 7, North Side Colborne Street.	LOWREY REV. THOMAS, MINISTER OF PRESBYTERIAN CHURCH, Wellington Street.	SPENCER THOMAS, BREWER, in West Brantford.
BOCLBY J. W., BARRISTER AT LAW, SOLICITOR, NOTARY, COMMISSIONER OF FOREIGN EXECUTIONS, &c., Market Square.	FITCH B. F., BARRISTER-AT-LAW, SOLICITOR IN CHANCERY, NOTARY PUBLIC, Corner Market and Colborne Streets.	LEAMING & PATTERSON, WHOLESALE CONFECTIONER, BISCUIT AND CIGAR MANUFACTORY, 98 Colborne Street.	TISDALE B. G., & SON, BRANTFORD STOVE WORKS, HOUSE FURNISHING EMPORIUM, 68 Colborne Street.
BACON W. H., PHYSICIAN AND SURGEON, Colborne Street.	FORD JACKSON, SEED MERCHANT, Market Street.	McLEAN THOMAS, IMPORTER OF GENERAL DRY GOODS, WHOLESALE AND RETAIL, Colborne Street.	TURNER JOHN, ARCHITECT, Nelson Street.
BARDOU REV. P. M., M.A., ROMAN CATHOLIC PASTOR ST. BASIL'S CHURCH, Corner of Pearl and Palace Streets.	FRANCIS W. H., CLERK AT G. T. R. CAR DEPOT, Market Square.	McMAHON & SMYTH, BARRISTERS, ATTORNEYS-AT-LAW, SOLICITORS IN CHANCERY, &c., George Street.	VANORMAN G. R., BARRISTER AND COUNTY ATTORNEY, Market Street.
BATES RICHARD, Marble and Stone Merchant, Manufacturer of Monuments, Mantles, Building Stone, Carving, &c., Colborne Street.	FLEMMING GEORGE, WEST END DINING HALL AND SALOON, Colborne Street.	MATHEWS W., AUCTIONEER, Dalhousie Street.	WOOD & PURVIS, BARRISTERS AND ATTORNEYS-AT-LAW SOLICITORS IN CHANCERY, &c., Bennetts' Block.
BINGHAM J., HOP GROWER.	HART D. W., COLLECTOR INLAND REVENUE, Market Square.	MORTON A., MANUFACTURER OF CORN, STARCH, DOMESTIC AND CULINARY, Office Market Wharf.	WATT GEORGE, WHOLESALE GROCER, Dumfries Street.
BUCK W., Proprietor Victoria Foundry, Stoves, in immense variety, Steel Ploughs and other Farming implements, Castings and V' wrought Iron work of all kinds, Cedar Street.	HAZELTON A. W., PROPRIETOR OF THE SOAP AND ALKALI WORKS, Dalhousie Street.	OTT FRANCIS, Dealer in Wool, Hides and all kinds of Leather constantly on hand, also, Oil Vintrol, Burlope, Sumac, Tarra, Japanica, &c., Colborne Street.	WILSON H. M. K., Barrister and Attorney-at-Law, Solicitor in Chancery, Notary Public, &c.
BELLHOUSE JAMES, CONTRACTOR AND BUILDER, West Brantford.	HALL T. W., SUPERINTENDENT OF THE BRANT- FORD STEAM ENGINE WORKS, Richmond Street.	PALMER J. C., Proprietor of the Kirby house, which is thoroughly refitted for first-class accommodation, Palmer's Hall in Connection, capable of seating 600.	WILKINSON J. W., WATCHMAKER AND JEWELLER, Colborne Street.
CLEMENT A. D., POST MASTER,	JACKSON R. G., Duke Street.	READ S., MANAGER BANK OF MONTREAL, Darling Street.	WATT & METCALFE, Importer of Shelf and Heavy Hardware, Whole- sale and Retail. Dealers in Iron, Steel and general house furnishing goods. Supplies Oil, Paint, Glass, &c., &c.
COLE, PHYSICIAN, SURGEON, &c., Market Street.	JARVIS C., SOAP, CANDLE AND POTASH MANU- FACTURER, Duke Street.	ROBINSON O., PROVINCIAL LAND SURVEYOR AND CIVIL ENGINEER, Dalhousie Street.	WYE J. H., (M.D.) Physician, Surgeon, &c. Graduate of McGill University, Montreal, Dalhousie Street.
CURTIS D., COLLECTOR OF CUSTOMS, Corner Wellington and Charluko Streets.	KERR JOHN, FOREMAN OF THE CAR DEPARTMENT G. T. R.	RUBRIDGE W., CLERK OF THE COUNTY COURT, Office at Court House.	WATERBURY C. H. & CO., Brantford Engine Works, Manufacture Saw and Grist Mill Machinery, Portable Saw Mills, Water Works Machinery, &c., &c., Dalhousie Street.
COCKSHOTT I., GENERAL WHOLESALE AND RETAIL MERCHANT, Colborne Street.	KING REV. JOHN, (LL.D.)	RACEY T. C., INLAND REVENUE SERVICE.	WATTS A., BRANT FLOURING MILLS AND WHOLESALE GROCER.
COCHRANE REV. W. M. A., MINISTER OF ZION PRESBYTERIAN CHURCH, Albion Street.	KERR W. H. C. (M.A.), Barrister, Solicitor, Conveyancer, &c. Particular attention given to collections in any part of Ontario. Colborne Street.	SIMS E., Conveyancer, Real Estate Agent, &c., Loans negotiated. Searches made for Titles, Office East Side of Market Square.	WELDING, MANUFACTURER OF EVERY DISCIP- TION OF STONE WARE.
DUNCAN C., DRY GOODS MERCHANT, Colborne Street.	KING J. B., HATTER AND FURRIER, Colborne Street.	SANDERSON W., SEED MERCHANT, Colborne Street.	WATT WILLIAM, Contractor and Builder, Proprietor of Steam Planing Mill, Manufacturer of Sash, Doors, Blinds, &c., Alfred Watt
DIGBY J. W., PHYSICIAN, SURGEON, &c., Corner Wellington and Market Streets.	KELLY M. J., (M.D.), Inspector of Schools of County of Brant and town of Brantford.	SPENCER A., PROVINCIAL CARRIAGE FACTORY Opposite G. W. R. STATION.	WATT & CO., Wholesale Grocers, Importers, and Manufacturers of Soap and Candles. Robert Henry, Alfred Watt
			WOOD REV. J., MINISTER OF THE CONGREGATIONAL CHURCH, Dalhousie Street.
			WALLACE & HOUGHTON, TANNERS AND LEATHER MERCHANTS, Brantford and Princeton.

BUSINESS CARDS OF THE PATRONS OF THE ATLAS
COMPRISING THE
PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN
IN THE CITY OF QUEBEC.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

ALE BOTTLERS. CRAWFORD ANDREW, <i>BOTTLER OF DOW'S ALES & PORTERS,</i> 17 Palace Street. MARTIN W. W., <i>BOTTLED ALE AND PORTER VAULT,</i> 55, 57 and 59 St. Paul Street. O'DONNELL JAS., <i>BOTTLER OF DAWES ALES AND PORTERS,</i> 28 St. John Street.	BIGNELL W., <i>NOTARY,</i> 8 St. Peter Street, Gowan's Buildings. BLANCHET & PENTLAND, <i>ADVOCATES,</i> 40 St. Peter Street. CAMPBELL W. DARLING, <i>NOTARY,</i> 14 St. Peter Street. CHARLEBOIS J. A., <i>NOTARY,</i> St. Peter cor. of Poreh Street.	STRONG JOHN, <i>NOTARY,</i> Shaw's Building, foot of Mountain Hill. TOUSIGNANT J. O., of Talbot & Tousignant, <i>ADVOCATE,</i> 29 St. Ann Street.	HEALEY JOHN R., <i>BROKER,</i> 82 St. John Street, (without.) MACNIDER J., & CO., <i>BROKERS,</i> 38 St. Peter Street. PATRIDGE P. M., <i>BROKER,</i> Cor. St. Peter and St. James Streets.
BAKERS AND BISCUIT MANUFACTURERS. GLASS JOHN, <i>BISCUIT BAKER,</i> 10½ St. Peter Street. JOHNSTON P., <i>MACHINE AND HAND MADE FANCY</i> and Cabin Biscuits in Boxes of about 18 and 32 lbs. each, 54 St. John Street. MCCORKELL JAMES, <i>BAKER,</i> 57 St. Joseph Street, St. Roch's. McWILLIAM WM., <i>CONFECTIONER, WEDDING BREAK-</i> fasts, Suppers and Evening Parties served on the shortest notice; 52 St. John and 7 Fabrique Streets.	FRENETTE L. E., <i>ADVOCATE,</i> 31½ D'Aiguillon Street. HAMEL J. B., N.P., <i>NOTARY FOR ST. LAWRENCE MUNICIPALITY,</i> 2 St. Joseph Street. HEARN M. A., of Fournier, Hearn & Larue, <i>ADVOCATE,</i> 13 Arthur Street. HEBERT J. B. C., <i>NOTARY,</i> Firm of Hebert & Chaperon, 21 Garneau Street.	BOOKSELLERS AND STATIONERS. CREMAZIE JOS. C., <i>STATIONER,</i> 12 Buade Street. FRÉCHET O., <i>STATIONER,</i> 11 St. John Street. HARDY N. S., <i>STATIONER,</i> 3½ Notre Dame Street. LANGLAIS J. A., <i>BOOKSELLER, STATIONER AND WINE</i> <i>MERCHANT, WHOLESALE AND RETAIL,</i> 61 St. Joseph Street, St. Roch.	CHEMISTS AND DRUGGISTS. BRUNET O. E., <i>MAISON ST. SAUVEUR, DRUGGIST AND</i> Chemist, Importer of Drugs, Patent Medi- cines, Perfumery and Toilet articles, Soda Water, Nectar and all kinds of Mi- neral Waters always on hand; St. Valier Street, St. Sauveur. BURKE J. E., <i>CHEMIST AND DRUGGIST,</i> Fabrique Street. GIROUX E., & BRO., <i>CHEMISTS, DRUGGISTS AND SEED</i> <i>MERCHANTS,</i> 52 St. Peter Street. LAROCHE W. H., <i>CHEMIST AND DRUGGIST, MANUFAC-</i> turer of Soda, Potash and other Mineral Waters, Belfast Ginger Ale and Cham- pagne Cider, 15 Buade Street.
BANKS. BRITISH NORTH AMERICA, BANK OF, C. F. SMITH, MANAGER, 5 St. Peter Street. MONTREAL, BANK OF, J. PORTEOUS, MANAGER, Cor. St. Peter and Arthur Streets. QUEBEC BANK, J. STEVENSON, MANAGER, Cor. St. James and St. Peter Streets. UNION BANK OF LOWER CANADA, P. McEWEN, CASHIER, 35 St. Peter Street.	LARUE G. H., <i>ADVOCATE,</i> Buade Street, opp Post Office. LEGARE ETIENNE, <i>NOTARY,</i> 109 St. Valier Street. LINDSAY CRAWFORD W. A., <i>ADVOCATE,</i> 14½ St. Peter Street. MACKAY & TURCOTTE, <i>ADVOCATES,</i> 41 St. Ann Street, Union Building. PARKIN J. B., Q.C., <i>ADVOCATE,</i> 12½ St. Louis Street.	BOOT AND SHOE MANUFACTURERS. BEAUPRÉ CHAS., <i>BOOT AND SHOE MANUFACTURER,</i> 73 Fleurie, cor. Dorchester Street. MINET & LAROCHE, <i>WHOLESALE MANUFACTURERS AND</i> <i>DEALERS IN BOOTS AND SHOES,</i> 2 Arago Street, St. Roch. BRESSE G., <i>WHOLESALE MANUFACTURER OF</i> <i>BOOTS AND SHOES,</i> Office: 9 St. Paul Street; Manufactory Bressé's Block, Dorchester Street, St. Roch. MIGNER O., <i>MANUFACTURER AND DEALER IN</i> <i>BOOTS AND SHOES,</i> Cor. Dorchester and Commissioner Streets, St. Roch. RICHARD J. B., <i>MANUFACTURER AND WHOLESALE</i> <i>DEALER IN BOOTS AND SHOES,</i> 58½ Richelieu Street. WOODLEY J. & J., <i>WHOLESALE MANUFACTURERS OF</i> <i>BOOTS AND SHOES,</i> St. Joachim Street.	LECLERC ALFRED, of Leclerc & Delagrave, <i>DISPENSING CHEMIST, IMPORTER OF</i> Drugs and Chemicals; always on hand the choicest assortment of Brushes of every description: Photographic Chemi- cals, analyzed. Wines and Bran- dies, Mineral Waters, &c. N.B.—Physicians, outfits promptly supplied. Cor. of Palace and St. John Streets. MARTEL J. B., <i>CHEMIST AND DRUGGIST, IMPORTER</i> of Drugs, Chemical Preparations, Patent Medicines, Perfumery, Flower, Field and Garden Seeds, Soap, Brushes, Combs and other Toilet Articles; 6 St. John Street. MUSSON J., & CO., <i>CHEMISTS AND DRUGGISTS, MANUFAC-</i> turers of Soda, Potash and other Mineral Waters, also Belfast Ginger Ale and Champagne Cider, Buade and Fort Streets.
BARRISTERS, ADVOCATES AND NOTARIES. ANDREWS, CARON & ANDREWS, <i>BARRISTERS AND SOLICITORS, LAW,</i> <i>NOTARIAL AND COLLECTION HOUSE,</i> Cor. St. Peter and St. Paul Streets.	PELLETIER J. E., of Larue & Pelletier, <i>NOTARY,</i> 37½ St. Peter Street.	BROKERS. DARROW E. O., <i>BROKER AND BANKER,</i> Opposite Post Office.	CITY OFFICIALS. MAYOR'S OFFICE, OWEN MURPHY, MAYOR, MONTZAMBERT CHAS. N., <i>REGISTRAR OF DEEDS,</i> Court House.

MURRAY DENIS,
CLERK OF THE PEACE,
24 Lachevrotière Street.

COMMISSION MERCHANTS.

ALLAIR L. N., & CO.,
MANUFACTURERS, COMMISSION MERCHANTS, Auctioneers and Insurance Agents, Dealers in Sewing Machines,
12 St. Peter Street.

BELING & LAMOTHE,
COMMISSION MERCHANTS,
Hunt's Block.

CARRRAY & ROUTH,
GENERAL COMMISSION MERCHANTS,
LUMBER AND SHIPPING,
MONTREAL AND QUEBEC,
9 St. Peter Street.

DEVAL E. H.,
SHIPPING AND COMMISSION AGENT,
40½ St. Peter Street.

FORSYTH J. B., & CO.,
COMMISSION MERCHANTS & BROKERS,
10 St. Peter Street.

JEFFREY W. H., & CO.,
GENERAL COMMISSION MERCHANTS,
13 St. James Street.

NICOLL ARCH.,
COMMISSION MERCHANT,
12 Quebec Chambers.

VERRET, STEWART & CO.,
GENERAL COMMISSION MERCHANTS,
India Wharf.

ROSS & CO.,
GENERAL COMMISSION MERCHANTS,
19 St. Peter Street.

DRY GOODS.

BERGEVIN CHAS.,
DEALER IN ALL KINDS OF DRY GOODS,
Ready-Made Clothing, Boots and Shoes, &c.
Partner in similar Store, sign of the Gold Lamb, foot of Mountain Hill,
10 and 12 Notre Dame Street.

COTE C. T., & CO.,
WHOLESALE DRY GOODS,
45 St. Peter Street.

FONTAINE LOUIS,
IMPORTER OF FANCY AND STAPLE DRY GOODS,
Cor. St. Joseph and Craig Streets, St. Roch.

GARNEAU P., & BRO.,
WHOLESALE DRY GOODS, IMPORTERS OF BRITISH AND FOREIGN GOODS,
41 St. Peter Street.

HUDON THEOPHILUS,
DRY GOODS STORE, WHOLESALE AND RETAIL; House Furniture, Oil Cloths and Carpets imported directly from Manufacturers;
Cor. Crown and St. Joseph Streets, St. Roch.

LAMB JOHN,
CHEAP CASH DRY GOODS STORE,
ONLY ONE PRICE! NO CREDIT.
8 St. John Street, (without.)

LEGER & RINFRET,
IMPORTERS OF BRITISH AND FOREIGN DRY GOODS,
22 Fabrique Street.

LEPAGE F. X.,
GENERAL DRY GOODS,
Wholesale and Retail. Prices moderate.
34 Crown Street, St. Roch.

McCALL, SHEBYS & CO.,
WHOLESALE DRY GOODS, IMPORTERS OF BRITISH AND FANCY GOODS,
39 St. Peter Street.

MOODIE M., & SON,
FANCY GOODS, WHOLESALE,
Cor. Arthur Street and Bell's Lane.

ODOGHERTY & CO.,
WHOLESALE IMPORTERS OF BRITISH AND FOREIGN DRY GOODS,
20 Notre Dame Street.

READ SAMUEL,
DRY GOODS, &c.,
19 Mountain Hill.

SHEE P., & CO.,
WHOLESALE IMPORTERS OF DRY GOODS AND EARTHENWARE,
Foot Mountain Hill.

THIBACDEAU, THOMAS & CO.,
WHOLESALE DRY GOODS MERCHANTS,
St. Peter Street.

FLOUR AND GRAIN.

BRODIE W. & R.,
FLOUR, PROVISION AND COMMISSION MERCHANTS,
16 Arthur Street.

LAROCHE & CO.,
FLOUR AND GRAIN MERCHANTS,
WHOLESALE AND RETAIL,
Laroche Wharf, 38½ St. Paul Street.

RENAUD J. B., & CO.,
WHOLESALE DEALERS IN FLOUR, GRAIN AND PROVISIONS,
26, 28 and 30 St. Paul Street.

FOUNDERS.

SAMPSON R. & R.,
BRASS FOUNDERS AND MACHINISTS,
Plumbers and Gas fitters; Sewing Machines and Shoe Machinery repaired and adjusted in a superior manner; Satisfaction guaranteed.
2 St. John Street.

TWEDDELL & CAMPBELL,
ENGINEERS AND FOUNDERS, MANUFACTURERS OF Marine Portable and Stationary Engines; Mill work and Jobbing of all descriptions done at the shortest notice.
Cor. Dominique and Queen Streets.

GILDERS AND CARVERS.

BELANGER ANACLET,
MOULDING MANUFACTURER, GILDER and Picture Framers; Looking Glasses and Chromos always on hand;
4 St. John Street, (without.)

FOURNIER THOS.,
GILT FRAMES, OVALS, MOULDINGS OF all sorts for Looking Glasses, Pictures, Engravings, Photographs, &c.
4 St. John Street, (without.)

GLASS AND EARTHENWARE.

GOODWIN & CO.,
GLASS AND EARTHEN WARE, BOOTS AND SHOES, WHOLESALE,
10 and 11 St. Paul Street.

PEVERLEY C., & CO.,
IMPORTERS OF CHINA, GLASS AND Earthenware, Coal Oil, Lamps and Trimmings, Wholesale and Retail,
32 St. John Street.

GOVERNMENT (Local.)

THE QUEBEC GOVERNMENT.

HIS HONOR THE HON. RENE
EDOUARD CARON,
Lieutenant Governor.

HON. CHARLES EUGENE BOUCHER
DE BOUCHERVILLE,
Provincial Secretary and Minister of Public Instruction.

HON. J. G. ROBERTSON,
Treasurer.

HON. L. R. CHURCH,
Attorney General.

HON. A. R. ANGERS,
Solicitor General.

HON. HENRI GEDEON MALHOIT,
Commissioner of Crown Lands.

HON. PIERRE GARNEAU,
Commissioner of Agriculture and Public Works.

HON. FELIX HYACINTHE LEMAIR,
President of Legislative Council.

GOVERNMENT OFFICIALS.

DE BOUCHERVILLE G. B.,
C. L. C.,
Quebec.

DEFOY A.,
DEPT. OF LAW OFFICERS OF THE CROWN,
St. Louis Street.

DROLET G.,
PROVINCIAL AUDITOR,
7 Collins Street.

DUNSCOMB J. W.,
COLLECTOR OF CUSTOMS,
St. Foye Road.

FISSET, BURROUGHS & CAMPBELL,
PROTHONOTARY,
37 St. Louis Street.

GIRARD DR. LOUIS,
DEPT. OF PUBLIC INSTRUCTION,
St. Louis Street.

LESAGE S.,
DEPUTY COMMISSIONER OF AGRICULTURE AND PUBLIC WORKS,
21 St. Genevieve Street.

MEILLEUR J. B., M.D., LL.D.,
PROVINCIAL REGISTRAR,
18 Couillard Street.

SHEPPARD W.,
POST OFFICE INSPECTOR,
42 St. Ann Street.

STAFFORD L.,
IMMIGRATION AGENT,
26 St. Ursule Street.

STUART G. O., Q.C.,
JUDGE ADMIRALTY COURT,
39 St. Ursule Street.

TACHE E. E.,
ASSISTANT COMMISSIONER OF CROWN LANDS,
34 St. Ursule Street.

GROCERY.

BOUCHARD J.,
GROCER,
123 St. Valier Street.

BOURGET L.,
IMPORTER OF GROCERIES, WINES & Liquors of all kinds, Tobacco, Cigars, &c., Wholesale and Retail,
Cor. Palace and Union Streets, Finlay Market.

BUTLER J. B., & CO.,
GROCERS,
26 and 27 St. John Street, (without.)

CHOVINARD N.,
IMPORTER OF GROCERIES, WINES & Liquors; all sorts of Tobacco, Cigars, &c., Wholesale and Retail,
9 Finlay Market.

GIBB, LAIRD & CO.,
IMPORTERS OF EAST & WEST INDIA PRODUCE, GENERAL MERCHANTS,
Gibb's Wharf.

GINGRAS MR. J. E.,
WHOLESALE AND RETAIL GROCER,
General Assortment of Teas, Wines and Liquors, &c.; also Sole Agent for the Celebrated St. Leon Mineral Water;
22 Palace Street.

HOSSACK G. & C.,
GENERAL GROCERS,
Garden Street.

HOSSACK, WOODS & CO.,
IMPORTERS OF GENERAL GROCERIES;
Wholesale Manufacturers of Steam Confectionery and Proprietors of Quebec Coffee and Spice Steam Mills;
22 Notre Dame Street, cor. of Arthur and Dalhousie Streets.

LECLERO & LETELLIER,
WHOLESALE AND RETAIL GROCERS & COMMISSION MERCHANTS,
17 St. Paul Street.

LEDROIT T.,
WHOLESALE GROCER AND WINE MERCHANT,
5 Sault au Matelot Street.

LEMENURIER & BROUARD,
WHOLESALE AND RETAIL GROCERS,
Commission Merchants, Manufacturers of Tobacco, Snuff, &c.,
9 St. Joseph and 17 Craig Streets, St. Roch.

McMILLAN P.,
WHOLESALE GROCER & COMMISSION MERCHANT,
7 St. Antoine Street.

ROSS JOHN, & CO.,
WHOLESALE GROCERS & COMMISSION MERCHANTS,
4 St. Antoine Street.

TOUSSAINT ARTHUR,
WHOLESALE GROCER, LIQUOR AND COMMISSION MERCHANT,
34 St. John Street.

WATERS A.,
WHOLESALE & RETAIL TEA DEALER,
Grocer, Wine and Spirit Merchant, Importer
of Chinese and Japanese Confectionaries, and
Foreign Warehouseman,
11 and 13 St. John Street.

WHITEHEAD & CO.,
WHOLESALE GROCERS, MANUFACTURERS AND GENERAL COMMISSION MERCHANTS,
Gillespie's Wharf.

HARDWARE MERCHANTS AND PLUMBERS.

ANDREWS TIOS,
Importer of
HARDWARE, FISHING TACKLE AND GENERAL FURNISHING GOODS,
Tin and Copper Smith, Plumber, Gas, Water and Steam Fitter. All work promptly executed.
Established 1841.
1 St. John Street.

CHINIC & BEAUDET,
WHOLESALE AND RETAIL HARDWARE MERCHANTS,
44 St. Peter Street.

PHILLIPS GEO. T.,
PLUMBER, GAS AND STEAM FITTER
Copper Smith, Brass Founder and Finisher,
Engineers and Steam Fitters' Supplies always on hand. Manufacturer of Sewell's Patent Brewer's Fermenting Apparatus.
5 St. John Street.

SHAW SAMUEL J.,
IMPORTER OF HEAVY AND SHELF HARDWARE,
7 St. John Street and 15 Sous le Fort.

HOTELS.

MOUNTAIN HILL HOUSE,
J. TRUDEAU, PROPRIETOR,
This first-class Hotel is most centrally situated for Tourists and Business Men, being in the centre of the business part of Quebec.
5 Mountain Street.

ST. LOUIS HOTEL,
WILLIS RUSSELL, PROPRIETOR,
St. Louis Street.
Also, Proprietor of the Russell House,
Cor. Garden and St. Ann Streets.

INSURANCE COMPANIES.

ÆTNA LIFE INSURANCE COMPANY,
J. GRONDIN, AGENT,
Incorporated 1820. Commenced business in Canada 1850.
32 St. Peter Street.

FIRE, LIFE AND MARINE INSURANCE,
A. D. RIVERIN, AGENT,
23 St. Peter Street.

LONDON ASSURANCE CORPORATION,
(FIRE.)
A. J. MAYHAM, AGENT,
3 St. Peter Street.

MARINE INSURANCE CO.,
T. H. GRANT, MANAGER,
Victoria Chambers.

ROYAL INSURANCE COMPANY,
C. P. CHAMPION, AGENT,
Fire and Life. Capital £2,000,000 atg.
31 St. Peter Street.

STANDARD LIFE ASSURANCE CO.,
A. J. MAYHAM, AGENT,
3 St. Peter Street.

JEWELLERS.

DONATI JOSEPH,
WATCHMAKER AND JEWELLER,
In this establishment will be found at moderate prices a large and choice assortment of Clocks, Watches and Jewellery, also all fancy articles connected with this branch of commerce. Watches, Clocks and Jewellery repaired with careful attention.
2½ St. John Street, (without).

JACOT E.,
(From Geneva.) Importer of
GOLD AND SILVER WATCHES,
Fine Gold and Jet Jewellery, Silver Ware, Clocks and Fancy Goods. Watches cleaned and carefully repaired. Established 1859.
37 Crown Street, St. Roch.

POULIN P. & SONS,
Established 1851,
WATCHMAKERS AND JEWELLERS,
Agents for the sale of Homoeopathic Medicines and Humphrey's Specifics,
33 St. John Street.

LUMBER MERCHANTS.

ARCHER & CO.,
LUMBER MERCHANTS,
Always on hand a large assortment of Pine and Spruce Timber, wholesale and retail. Also Manufacturers of all kinds of Doors and Sashes. Dimension lumber sawn to order.
64 St. Paul Street.

BENNETT, BENSON & CO.,
LUMBER MERCHANTS,
7 Bell's Lane.

BOSSE H. C.,
TIMBER & GENERAL COMMISSIONER
4 Gowen's Buildings, St. Peter Street.

CLINT J. H.,
LUMBER MERCHANT,
Always on hand a large assortment of Pine, Spruce and other lumber of all qualities. Dressed and undressed. Wholesale and Retail.
66 St. Paul Street.

CONNOLLY J.,
MERCHANT,
19 St. Peter Street.

DOBELL R. R. & CO.,
TIMBER MERCHANTS,
36 St. Peter Street.

FITCH, EDSON & CO.,
MATCH MANUFACTURERS,
9 St. Peter Street.

GRAY F. WOOD,
MERCHANT,
Gowen's Buildings, St. Peter Street.

HALL G. B.,
LUMBER MERCHANT,
10 Arthur Street.

KNIGHT A. T. A.,
TIMBER MERCHANT,
3 St. Peter Street.

OBRIEN JOHN, JUN.,
TIMBER & LUMBER BROKER,
Gowen's Buildings, St. Peter Street.

PETERS SIMON,
ST. CHARLES STEAM SAW AND PLANING MILLS, DOOR, SASH, BLIND & CAR FACTORY,
10 Prince Edward Street; Timber Cove, Dorchester Beach.

ROBERTS, SMITH & CO.,
MERCHANTS,
St. Peter Street.

ROBERTSON & CO.,
MERCHANTS,
40½ St. Peter Street.

SHARPLES J., SONS & CO.,
LUMBER MERCHANTS,
3 St. Peter Street.

STEWART McLEAN,
CROWN TIMBER AGENT,
7 Sault au Matlot.

MUSIC DEALERS.

LAVIGNE A.,
MUSIC AND PIANO DEALER.
Sheet Music and Music Books of every kind.
11½ St. John Street.

MORGAN ROBERT,
PIANOS AND MUSIC.
Dealer in Musical Instruments of all kinds.
16 Fabrique Street.

WYSE & CO.,
GENERAL ENGRAVERS, LITHOGRAPHERS AND PRINTERS,
ALSO, DEALERS IN PIANO FORTES,
1 Garneau Street.

PAINTERS.

KERR DAVID,
HOUSE AND SIGN PAINTER,
Dealer in Oils, Paints, Glass, Putty, Paper Hangings, Etc.,
18 St. John Street.

LEONARD B.,
HOUSE, SIGN AND ORNAMENTAL PAINTER,
Dealer in French, English and American Paper Hangings. Always on hand a fine assortment of Paints, Oils, Turpentine, Glass, Putty, Etc., Etc.,
6 St. John Street.

PHOTOGRAPHERS & ARTISTS.

DYNES J.,
PORTRAIT & LANDSCAPE PAINTER,
19 St. John Street.

VALLEE L. P.,
L. P. V. respectfully calls the attention of the Public and Tourists, in particular, to his large and splendid collection of
QUEBEC AND SAGUENAY VIEWS,
and solicits a visit to his gallery.
10 St. John Street.

PHYSICIANS & DENTISTS.

BLANCHET H., M.D.,
PHYSICIAN,
9 Palace Street.

ROSS HARRISON D., D.D.S.,
SURGEON DENTIST,
37 St. John Street.

VENNER THE A., D.D.S.,
DENTIST,
11 and 13 St. John Street.

PLASTER MANUFACTURERS.

GAUVREAU THEOPHILE ELZEAR,
CEMENT AND PLASTER MANUFACTURER,
38 D'Aiguillon Street.

HAMEL J. A.,
GLUE MANUFACTORY, WHOLESALE DEALER IN PLASTERING, SADDLERS HARF AND HORNS,
3 St. Bernard Street, St. Sauveur.

RAILWAY & TELEGRAPH COMPANIES.

DOMINION TELEGRAPH COMPANY,
G. A. KITTSOON, MANAGER,
21½ St. Peter Street.

MONTREAL TELEGRAPH COMPANY,
E. POPE, ASSISTANT SUPERINTENDENT,
26 St. Peter St.

NORTH SHORE RAILWAY COMPANY,
A. H. VERRET, SECRETARY,
4½ Du Fort Street.

TAILORS.

FALCK J. & CO.,
MERCHANT TAILORS,
24 Mountain Street.

HUTCHESON J.,
DEPOT OF FASHION,
22 Mountain Hill.

LEE W.,
MERCHANT TAILOR AND GENERAL OUTFITTER,
12 Bunde Street.

THOMPSON G.,
TAILOR AND GENERAL OUTFITTER,
18 Bunde Street.

TANNERS AND LEATHER MERCHANTS.

AUDETTE G. T. & CO.,
WHOLESALE AND RETAIL DEALERS IN FRENCH, ENGLISH, AMERICAN AND CANADIAN LEATHERS,
54 and 56 St. Peter Street.

BELAND IGNACE,
MANUFACTURER OF IN-SOLE LEATHER,
Seignory Street.

BELLERIVE CHARLES,
CURRIER,
105 St. Valier Street.

BLONDEAU & GRAVEL,
DEALERS IN PATENT LEATHER AND TANNERS AND CURRIERS,
Corner of St. Gabriel and Caron Streets,
St. Roch.

DUGAL P.,
MANUFACTURER OF PATENT LEATHER, ALSO TANNER & CURRIER
86 Fleurie Street, St. Roch.

FRASER A., JUN.,
RED AND BLACK LEATHER MERCHANT AND MANUFACTURER OF ALL KINDS OF MITTS,
Foot of Palace Hill.

GUAY DESIRE,
TANNER AND CURRIER,
135 St. Valier Street.

JULIEN & GUAY,
TANNERS AND CURRIERS,
150 St. Valier Street.

LABRECQUE FRANCIS,
ALL KINDS OF BLACK AND RED LEATHER, TANNER AND CURRIER,
111 St. Vallor Street.

MORIN LOUIS,
TANNER,
138 St. Valier Street.

RICHARD & PLANONDON,
TANNERS AND CURRIERS AND MANUFACTURERS OF INSOLE LEATHER,
166 St. Valier Street.

ROCHETTE CLEOPHAS,
PATENT LEATHER MANUFACTURER,
133 St. Valier Street.

ROCHETTE JOHN,
TANNER AND CURRIER, AND MANUFACTURER OF INSOLE LEATHER,
132½ St. Valier Street.

ROCHETTE OLIVIER,
WHOLESALE DEALER IN FRENCH,
English and Canadian Leather, Hides, Harness,
Boots and Shoes, and Tanners and Currier,
156 St. Valier Street, St. Roch.

SAMSON HONORÉ,
CURRIER,
141 St. Valier Street.

TURGEON ELI,
CURRIER AND TANNER,
91 St. Valier Street.

VALLIERE C.,
CURRIER,
128 St. Valier Street.

TINSMITHS.

CHARTRE Z.,
TIN & SHEET IRON MANUFACTURER,
Agent of Double and Single Cooking Stoves,
Tubulose and other Furnaces Registers and
Ventilators. Performs also, within the shortest
delay, Lead Works, Patent Closets and Hot
Water Baths; also sets Bells, Gas Lamps and
Pipes.
5 St. John Street (without).

KANE A. F.,
DEALER IN STOVES, REFRIGERATORS,
Baths, Tinware, House Furnishing Goods,
Tin and Copper Smith,
3 Fabrique Street.

MISCELLANEOUS.

BAILE JOHN,
COAL AND FIRE BRICK MERCHANT,
4 Prince of Wales Street.

BIGNELL JOHN,
PROVINCIAL LAND SURVEYOR,
Quebec.

BROWN & CO.,
CORDAGE MANUFACTURERS,
18½ St. Peter Street.

BURNS J. G., of Burns & Co.,
SHIP CHANDLER,
33 St. George Street.

CAP ROUGE PIER & WHARF COMPANY,
J. BOWEN, JR., MANAGER,
9 St. Peter Street.

CARY G. T.,
EDITOR AND PROPRIETOR OF THE
QUEBEC DAILY MERCURY, Founded 1863;
Conservative Journal, having the largest daily
evening circulation in Quebec city. On file at the
British Museum, London, England,
9 Bunde Street.

CHALFOUR ONEZIME, & BRO.,
WHOLESALE LANT, PEG AND SHANK
PIECE MANUFACTURER,
18 Prince Edward Street.

CHAUVEAU HON. PIERRE J. O.,
Cor. St. Ann and Trensare Streets.

EMOND V. A.,
PLANE IRONS AND GENERAL PLANE
MANUFACTURER,
All orders thankfully received and promptly
executed by steam. High discount allowed.
St. Ours Street.

FISHER & BLOUIN,
SADDLE AND HARNESS MANUFACTURERS,
TRUNKS AND PORTMANTOS,
TEARS, wholesale and retail,
26½ Fabrique Street.

GRANT T. H.,
SECY. BOARD OF TRADE,
Victoria Chambers.

HATCH J. & A.,
BUILDERS AND CONTRACTORS,
9 Richelieu Street.

L'INSTITUT CANADIEN DE QUEBEC,
I. VALÉE, SECRETARY,
14½ St. John Street.

McCALLUM DANIEL,
McCALLUM'S BREWERY, Established 1785.
ALES AND PORTER IN WOOD AND
BOTTLES,
64 St. Paul Street.

McKNIGHT P. W.,
COACH BUILDER,
22-28 St. Ann Street.

MORGAN F. & J.,
MARBLE MANUFACTURERS, DESIGNERS,
carvers, modellers and sculptors. Importers of
foreign marbles and Scotch granite
monuments,
Cor. Eustache and D'Aiguillon Streets.

OLIVER JOHN M.,
SHIP BUILDER,
3 St. Ann Street.

PEEBLES S.,
MANAGER,
Gas Works.

REID J. & W.,
PAPER MAKERS AND STATIONERS,
Paper Stock dealers, etc., wholesale and
retail,
40 St. Paul Street.

RENFREW & MARCOU,
RUSSIAN AND HUDSON BAY FURS,
moccasins and snow-shoes; shipping furs
bought. Orders by Mail promptly
attended to.
20 Bunde Street.

ROY WILLIAM F.,
SOAP AND CANDLE MANUFACTURER,
73 Arago Street.

SCHWARTZ W. A.,
CONSUL FOR SWEDEN AND NORWAY,
40½ St. Peter Street.

THOMPSON C. S.,
SEWING MACHINE DEALER AND SOLE
Agent for the District of Quebec of Gard-
ners Sewing Machine Co.,
27 St. John Street.

TRUDEL N. & F. X.,
MANUFACTURERS OF CARRIAGE, CAR
AND LOCOMOTIVE SPRINGS,
Palace Harbour.

WALKER W.,
OFFICIAL ASSIGNEE,
17 St. Peter Street.

WILKIE DANIEL,
RECTOR OF HIGH SCHOOL,
31 Dalhousie Place.

BUSINESS CARDS OF PATRONS.

IN THE

TOWN OF LEVIS.

ANDERSON T.,
JUSTICE OF THE PEACE,
Levis.

DELLEAU & DARVEAU,
ADVOCATES,
6 Cote du Passage.

BUCHANAN JOHN,
GENERAL GROCER, WINE AND SPIRIT
MERCHANT,
19 Cote du Passage.

CASS MOSES,
GROCER,
3 and 4 Ferry Street.

CARRIER, LAINE & CO.,
FOUNDERS, MILLWRIGHTS, & MACHINISTS;
Builders of Steam Engines for Steam-
boats and Propellers, also every descrip-
tion of Boilers;
Mackenzie's Wharf.

COUTURE G. & E.,
WHOLESALE AND RETAIL GROCER.
ESTABLISHED 1842.
59 Cote du Passage.

DAGNEAU & VALLEE,
GENERAL STORE,
60 Cote du Passage.

DAVIS G. T.,
PATENT SHIP & FLOATING DOCK FOR
REPAIRING VESSELS, ALSO MARINE
PUMPS,
39 Commercial Street.

DEZIEL REV. J. D., Ptre.,
CURÉ,
At the Presbytery.

DUNN T., of Dunn & Sampson,
SHIP BUILDER,
61 St. Laurent.

GREGOIRE M.,
PROPRIETOR OF EMIGRANTS HOME
HOTEL,
Near Grand Trunk Station.

JOHN J.,
GOVERNMENT TIMBER INSPECTOR,
24 Wolfe Street.

POITRAS & CO.,
EDITORS, PROPRIETORS AND PUBLISHERS OF THE "ECHO LEVIS."
A Political and Commercial Paper.
Issued Tri-Weekly.
13 Davidson Hill.

SIMPSON W.,
COAL MERCHANT AND GENERAL
DEALER,
Office on Wharf, in rear of R. G. Sam-
ple's Store.

SKILLEN A.,
DRY GOODS MERCHANT,
16 Cote du Passage.

WELLS J.,
ASST. MERCHANTS BANK OF CANADA.

BUSINESS CARDS OF THE PATRONS OF THE ATLAS
COMPRISING THE
PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN
IN THE CITY OF OTTAWA.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

BANKS. BRITISH NORTH AMERICA BANK, JAMES ROBERTSON, MANAGER. MONTREAL BANK, A. DRUMMOND, MANAGER. NATIONALE LA BANQUE, SAM. BENOIT, MANAGER. ONTARIO BANK, J. H. WOODMAN, MANAGER. QUEBEC BANK, H. V. NOEL, MANAGER. UNION BANK OF LOWER CANADA, D. S. EASTWOOD, MANAGER.	O'CONNOR & HOGG, BARRISTERS AND ATTORNEYS-AT-LAW, SOLICITORS, CONVEYANCERS, &c., Cor. Rideau and Little Sussex Streets. O'CONNOR HON. JOHN, Q.C., BARRISTER, ATTORNEY, &c., Stewart Street. PINHEY, CHRISTIE & HILL, BARRISTERS, &c., Elgin Street. C. H. Pinhey A. J. Christie. Hammel P. Hill. ROSS ALEXANDER, SOLICITOR, &c., Ottawa. SCOTT, ROSS & STEWART, BARRISTERS, SOLICITORS, CONVEYANCERS AND NOTARIES PUBLIC, Cor. Elgin and Queen Streets. SPARKS & HICK, BARRISTERS, ATTORNEYS, SOLICITORS, NOTARIES PUBLIC, CONVEYANCERS, &c., Elgin Street, Nicholas Sparks. Robert Hick.	LANGFORD JOHN H., BOOKSELLER AND STATIONER, Fancy Goods, Toys, &c., 246 Wellington Street. MORTIMER ALEXANDER, BOOKBINDER, PAPER RULER AND BLANK BOOK MANUFACTURER, 20½ Rideau Street. BOOT AND SHOE MANUFACTURERS. BELLEMARE T., MANUFACTURER OF BOOTS AND SHOES, Wholesale and Retail, 67 Sussex Street. DOBIE J. W. H., IMPORTERS AND DEALERS IN BRITISH and American Boots and Shoes, 21 Rideau Street. MCCARTHY JOHN, BOOT AND SHOE DEALER, Wellington Street. PRESTON G. H. & W. T. R., PALACE STORE, IMPORTERS OF BOOTS and Shoes, Wholesale and Retail, 28 Sparks Street.	GALLAGHER & WHITE, CONTRACTORS AND BUILDERS, Metcalf Street. HOLMES WILLIAM, CONTRACTOR AND BUILDER, New Edinburgh. HUTCHINSON WM. M., CONTRACTOR AND BUILDER, Maria Street. MATTHEWS JAMES, CONTRACTOR AND BUILDER, Division Street. LANGFORD JOHN, CONTRACTOR AND BUILDER, Vittoria Street. STEWART & STOCKAND, CONTRACTOR AND BUILDER, 2 Rideau Street. THORNTON WM., CONTRACTOR AND BUILDER, Maria Street. YOUNG THOMAS, CONTRACTOR AND BUILDER, Wilbrod Street.
BANKERS AND BROKERS. CROMBIE EDWARD B., BANKER, BROKER, COMMISSION MERCHANT AND GENERAL AGENT, Elgin Street. PENNOCK J. T. & W., BROKERS, FIRE AND LIFE INSURANCE Agents and Adjusters. Patent and Mining Agents, &c., 31 Sparks Street.	TAILLON & CHRYSLER, BARRISTERS, 45 Rideau Street. WALKER, CASSELS & PENNOCK, BARRISTERS, &c., Ammond's Buildings. Rideau Street. W. H. Walker. — Cassels. P. Penneck, jun. WAIRD J. W. W., BARRISTER-AT-LAW, Ontario, ADVOCATE, &c., Quebec, Opposite Russell House.	RODDEN R. J., WHOLESALE AND RETAIL IMPORTER and Manufacturer of Boots and Shoes, 54 Sussex and 67½ Sparks Streets. STEPHENS A. J., & CO., DEALERS AND MANUFACTURERS, Boots and Shoes, Wholesale and Retail. Sign of The Mammoth Boot. 51 Sparks Street.	FURNITURE DEALERS. ANGUS ROBERT, IMPORTER AND DEALER IN WALNUT AND OTHER FURNITURE, 38 Sparks Street. HARRIS & CAMPBELL, CABINETMAKERS & UPHOLSTERERS, Sussex Street.
BARRISTERS AND ADVOCATES. FELLOWES, O'GARA, LAPIERRE & REMON, BARRISTERS, ATTORNEYS, &c., Rideau Street. GRIST HENRY, SOLICITOR OF PATENTS FOR INVENTIONS, O'Connor Street. LEES & GEMMELL, BARRISTERS, ATTORNEYS, SOLICITORS, CONVEYANCERS, &c., Robert Lees. John J. Gemmell. MARCIL CHARLES, ADVOCATE, Hull. NELLIS M. F., BARRISTER AND ATTORNEY-AT-LAW, SOLICITOR IN CHANCERY AND NOTARY PUBLIC, Cor. Sparks and Elgin Streets.	BOOKSELLERS & STATIONERS. DURIE J. & SON, GENERAL BOOKSELLERS AND STATIONERS, Sparks Street. HENDERSON & CO., BOOKSELLERS AND STATIONERS, 39 Sparks Street. HOPE JAMES & CO., MANUFACTURING Stationers, Engravers, Printers and Bookbinders, Importers of General Stationery, Artists' Materials, Educational and Church Books, Sparks Street.	BREWERS. BRADING H. F., & CO., UNION BREWERY, Wellington Street. ROCHESTER JAS. A., VICTORIA BREWERY, Richmond Road. BUILDERS & CONTRACTORS. ORAIN GEO., BUILDER AND CONTRACTOR, 56 Slater Street. FARQUHAR WILLIAM, CONTRACTOR AND BUILDER, Duly Street.	CHEMISTS & DRUGGISTS. CHRISTIE A., & CO., IMPORTERS OF DRUGS, MEDICINES, Perfumery and Toilet articles in great variety, Paints and Oils, Seeds, Druggists, Sundries, &c., 40 Sparks Street. FEATHERSTON JOHN P., CHEMIST AND DRUGGIST, Rideau Street. HEARN WM., DRUGGIST AND DEALER IN OPTICAL Instruments, Perfect Periscope Spectacles, \$1.50 per pair. 4 Rideau Street.

McCARTHY H. F.,
CHEMIST AND DRUGGIST,
Importer and Dealer in Drugs, Chemicals, Perfumery, Soaps, etc., wholesale and retail,
Wellington Street.

MORTIMER GEORGE,
CHEMIST & DRUGGIST,
29 Sussex Street.

EXECUTIVE (DOMINION).

HIS EXCELLENCY RIGHT HON. THE EARL
OF DUFFERIN, K.P., K.C.B.,

Privy Council.

PREMIER HON. ALEXANDER MACKENZIE,
Department of Public Works.

HON. T. FOURNIER,
Department of Justice.

HON. WM. ROSS,
Department of Militia and Defence.

HON. ISAAC BURPEE,
Department of Customs.

HON. ALBERT J. SMITH,
Department of Marine and Fisheries.

HON. THOS. COFFIN,
Department of Receiver General.

HON. R. J. CARTWRIGHT,
Department of Finance.

HON. LETELLIER ST. JUST,
Departments of Agriculture and Emigration.

HON. DAVID LAIRD,
Department of the Interior.

HON. — GEOFFRION,
Department of the Inland Revenue.

HON. D. A. MACDONALD,
Post Office Department.

HON. DAVID CHRISTIE,
Secretary of State.

ALFRED TODD, ESQ., Librarian,
Parliament Library.

INTERCOLONIAL RAILWAY BOARD,
RALPH JONES, Secretary.
THOS. DUPLESSIS, Accountant.
Parliamentary Buildings.

DENISON, LIEUT.-COL.,
SURVEYOR GENERAL.

CIVIL AND CIVIC OFFICERS.

CORPORATION OF COUNTY CARLETON,
WM. COWAN,
County Clerk.

PORTER H.,
CLERK OF VOTES AND PROCEEDINGS,
House of Commons.

RUSSELL ANDREW,
DEPT. OF AGRICULTURE,
Metcalf Street.

MORGAN IMRA,
Warden of County Carleton,
Metcalf Street.

BURNITT ALEX.,
City Registrar.

LYON ROBERT, J.E.S.,
Judge of County Carleton.

ST. JULIEN J. T.,
REGISTRAR FOR HULL,
Main Street, Hull.

WRIGHT P.,
JUSTICE OF THE PEACE,
Main Street, Hull.

CIVIL ENGINEERS & SURVEYORS.

FLEMING SANFORD,
CIVIL ENGINEER AND SURVEYOR,
CHIEF ENGINEER OF CANADA PACIFIC RAILWAY.

KEEFER THOS. C.,
CIVIL ENGINEER,
New Edinburgh.

McLATCHIE JOHN,
SURVEYOR,
New Edinburgh.

PORTER JOHN,
CIVIL ENGINEER,
Metcalf Street.

SPARKS ROBERT,
COUNTY ENGINEER, P.L.S. FOR ONT.,
2 Nicholas Street.

STARK D.,
CIVIL ENGINEER & ENGINEER C. C.
RAILWAY,
Russell House.

SURTEES ROBERT,
CIVIL ENGINEER AND ARCHITECT,
New Edinburgh.

CLERGY.

HALL REV. WM.,
WESLEYAN MINISTER.

HUNTER REV. WM. T.,
WESLEYAN MINISTER.

MOIRE REV. WM.,
PASTOR OF THE BANK STREET PRES-
BYTERIAN CHURCH,
O'Connor Street.

COMMISSION MERCHANTS.

CHRISTIE SAM'L,
GENERAL COMMISSION MERCHANT,
Dealer in Pork, Flour, Grain, &c., Agent
for Dawes' Lachine Ales and Porters,
41½ Sparks Street.

COWARD D. W., & CO.,
COMMISSION, INSURANCE AND COAL
MERCHANTS.
17 Sparks Street.

TACKABERRY I. B.,
AUCTIONEER, COMMISSION AND REAL
ESTATE AGENT.
Maria Street.

WALLER W. H.,
INSURANCE AGENT & COMMISSION
MERCHANT,
Stewart Street.

CONFECTIONERS AND BAKERS.

BARTLETT GEO.,
CONFECTIONER, WHOLESALE & RETAIL.
37 Rideau Street.

GIBSON J. H. P.,
CONFECTIONER, BAKER AND GENERAL
FRUIT DEALER,
15 Sparks Street.

MORRISON DANIEL,
BISCUIT MANUFACTURER & WHOLE-
SALE CONFECTIONER,
36 and 38 York Street.

WARNOCK JAMES,
METROPOLITAN BAKERY, MANUFAC-
turer of Bread, Biscuit, Crackers, &c.,
Dealer in Flour and Grain,
82 Sussex Street.

EDUCATIONAL.

BORTHWICK REV. H. J., A.M.,
INSPECTOR OF PUBLIC SCHOOLS,
City Hall.

CHRISTIAN BROTHERS' SCHOOL,
EDUCATIONAL COURSE:—
Religious Instruction, English and French, Mathe-
matics, Geography, Grammar, Uses of Globes,
Book-keeping, Penmanship, etc., etc.,
BRO. ANDREW, — Director.

COLLEGIATE INSTITUTE,
REV. J. THORBURN, RECTOR,
Daly Street.

MUSGROVE J. M.,
PRINCIPAL COMMERCIAL COLLEGE,
Albert Street.

OTTAWA COLLEGE,
F. H., PRES.

PARLOW E. DEALTRY,
MASTER CENTRAL SCHOOL WEST,
Metcalf Street.

SMITH A.,
TEACHER C. S. E.,
Shuter Street.

YOUNG LADIES' LITERARY INSTITUTE OF
Notre Dame du Sacré Cœur, under the direc-
tion of the Grey Nuns,
Corner of Rideau and Ottawa Streets,
Ottawa.

REV. MOTHER BRUYERE, — Superioress.

FLOUR AND GRAIN MERCHANTS.

HUCKELL BENJAMIN,
FLOUR AND GRAIN,
Corner York and Sussex Streets.

MASSON ANDREW,
DEALER IN FLOUR, PORK, GRAIN
and Feed of all kinds.
295 Wellington Street.

McKAY THOMAS, & CO.,
OTTAWA MILLS, FLOUR AND OATMEAL,
Wholesale and retail Manufacturers of the Cele-
brated Oatmeal,
Chaudière.

MORRISON E.B.,
FLOUR AND GRAIN MERCHANT,
Sparks Street cor Bank.

GROCERS.

BATE C. T., & CO.,
IMPORTERS AND WHOLESALE DEAL-
ERS IN GROCERIES, TEAS, WINES,
SPIRITS, PROVISIONS, &c.,
Canal Basin.

BASKERVILLE P. & BROS.,
WHOLESALE AND RETAIL GROCERS
and Commission Merchants, and Importers of
Teas, Coffees, Wines and Spirits, High Wines,
Old Rye and Proof;
Country Produce bought for cash;
36 Rideau, and Duke street, Chaudière.

DUPRESNE & McGARITY,
IMPORTERS & WHOLESALE GROCERS,
Wine and Spirit Merchants,
Canal Basin East, and 22 Notre Dame
Street, Montreal.

HARDY & BRO.,
GENERAL GROCERS, WINE AND SPIRIT
Merchants, Dealers in Teas and Coffee,
Wellington Street.

KAVANAGH JOS.,
GROCER, WINE AND SPIRITMER-
CHANT,
Wellington Street.

McDONELL D.,
WHOLESALE AND RETAIL GROCER
and Wine Merchant,
66 Sussex Street.

McGILLIVRAY ED.,
WHOLESALE AND RETAIL GROCER,
Wellington Street.

HARDWARE.

BLYTH & KERR,
PLUMBERS, GAS AND STEAM FITTERS,
Tin and Copper Smiths, Dealers in House.
Furnishing Hardware,
25 Rideau Street.

DORION C. P.,
TIN AND HARDWARE DEALER, COAL
OIL, LAMPS, ETC.,
81 and 83 Sparks Street.

MANN G.,
HARDWARE AND OIL MERCHANT,
Sparks Street.

HATTERS AND FURRIERS.

BANGS C. W., & CO.,
MANUFACTURERS AND IMPORTERS
of Hats, Caps and Furs,
Bangs' Block, 12 Sparks Street.

COTE O.,
FURRIER AND HATTER,
Union Block.

DEVLIN R. J.,
HAT AND FUR DEPARTMENT
HATS THAT R HATS,
11 Rideau Street.

HODGES HENRY,
HATTER AND FURRIER,
56 Sparks Street.

SHELDON GEO. A.,
HATTER AND FURRIER, BUFFALO
Rus-Dyed Black and Mink, Marten, Fitch, Sable
and Otter restored to their original colour;
Muffs, Gauntlets, Boas, Victorines, Caps
and Furs of all kinds neatly repaired
and cleaned.
Cor. Sparks and Bank Streets.

HOTELS.

ALBION HOTEL,
ROBERT GRAHAM, PROPRIETOR,
Nicholas, Cor. Daly Street.

DANIELS' HOTEL,
SAML. DANIELS, PROPRIETOR,
Metcalfe Street.

RUSSELL HOUSE,
JAS. A. GOUTIN, PROPRIETOR,
Ottawa.

ST. LAWRENCE HOTEL,
FREDERIC CHAMPNESS, PROPRIETOR,
Nicholas Street.

UNION HOUSE,
JOHN GRAHAM, PROPRIETOR,
City Hall Square.

INSURANCE AGENTS.

CANADA LIFE INSURANCE CO.,
R. H. HAYCOCK, AGENT,
Elgin Street,
Opposite the Russell House.

TRAVELLERS INSURANCE CO.,
R. C. W. McCUAIG, AGENT,
Cor Sparks and Elgin Streets.

LUMBER MERCHANTS.

AUMOND JOSEPH,
LUMBER MERCHANT,
St. Paul Street.

BALDWIN A.,
MANUFACTURER OF SAWN LUMBER,
Victoria Island.

BATSON & CURRIER,
OTTAWA STEAM MILLS,
Manufacturers of Sawn Lumber,
Ottawa.

BOOTH J. R.,
SAWN LUMBER MANUFACTURER,
Chaudière Island.

BOOTH R. R.,
LUMBER, AND GENERAL DEALER IN
Merchandise,
Bridge Street, Chaudière.

BRONSON & WESTON,
SAWN LUMBER MANUFACTURERS,
Victoria Island.

CURRIER T. W. & CO.,
MANUFACTURERS OF
Doors, Sash Blinds, Mouldings, Planed Lumber,
etc.,
Canal Basin.

EDDY E.B.,
MANUFACTURER AND JOBBER IN
Pine Lumber, Tongued and Grooved Flooring,
Sash, Doors, Blinds and Mouldings of every
description, Bails, Tubs and Zinc Washboards,
Telegraph and Parlour Matches,
Ottawa.

GILMOUR & CO.,
LUMBER MANUFACTURERS,
Wellington Street.

HALL G. B.,
LUMBER MERCHANT,
Sussex Street,
MONTMORENCY MILLS,
BENJ. FISHER, AGENT,

HAMILTON BROS.,
MANUFACTURERS OF SAWN LUMBER,
Hawkesbury Mills.

McLAREN J. & CO.,
LUMBER, SAW MILLS AND
SAW FACTORY,
New Edinburgh.

PERLEY & PATTIE,
MANUFACTURERS OF WHITE PINE
LUMBER, Chaudière Saw Mills,
Ottawa.

ROBINSON HIRAM,
AGENT FOR MESSRS. HAMILTON BROS.,
Sussex Street.

SEEVER E.,
LUMBER MERCHANT,
Hull.

SKEAD HON. J.,
MANUFACTURER OF
PINE AND HARDWOOD LUMBER,

WELCH W. & J.,
STEAM SAW MILLS, SAWN LUMBER,
Manufactory, Gatineau Booms.

YOUNG LEVI,
LUMBER MANUFACTURER,
of Young, Bromson & Co.,
Chaudière Cuts and Flour Mill,
Victoria Island.

MACHINISTS AND FOUNDERS.

BLANDELL N. S. & CO.,
MACHINISTS AND FOUNDERS,
Middle Street, Victoria Island.

LAMB JOHN, & SON,
ENGINEERS,
Mill Machine Builders, Patentees and Manu-
facturers of Lamb's Double Action Water Wheel
Gang Lath Machines and all kinds of Mill Furni-
ture,
Sparks Street.

PERKINS EDWARD L.,
MACHINIST AND FOUNDER,
Sparks Street.

MARBLE IMPORTERS & CUTTERS.

MILLS A. K.,
MILLS, MARBLE AND MARBLEIZED
SLATE WORKS,
Sparks Street.

OTTAWA MARBLE & GRANITE WORKS,
Established in 1860 by
W. M. SOMERVILLE.
Monumental Work in all its branches; Mantels in
Marble, Marbleized Slate and Iron;
Office and Show-Room, Rideau Street.

TAYLOR P. A.,
OTTAWA MARBLE WORKS,
MONUMENTAL SCULPTOR & CARVER,
Rideau Street.

NEWSPAPERS.

"CITIZEN" PRINTING CO.,
THE OTTAWA CITIZEN, THE OLDEST
and best Daily paper in Central Canada;
terms, Daily \$6.00; Weekly, \$2.00
per annum;
Sparks Street.

DAILY TIMES, (THE),
McLEAN, ROGERS & CO.,
Is published every morning (Sunday excepted)
at \$9.00 per annum, payable in advance, or 12
cents per week delivered in the city.
Wellington Street.

OTTAWA FREE PRESS,
G. W. MITCHELL, Editor and Proprietor,
Daily, per annum, \$5.00; Weekly, per annum, \$2.00;
Delivered by Carrier at 15c. per week.
Elgin Street.

PAINTERS.

HOWE WM.,
PAINTER, GLAZIER, GILDER & PAPER
Hanger; Paints, Oils, Glass, Varnish, Putty,
Bridges, etc. Mixed Paints sold ready
for use; Importer of Room Papers
and Window Blinds;
87 Cumberland Street.

STRANG JOHN,
HOUSE, SIGN AND ORNAMENTAL
PAINTER,
Church Street.

PHYSICIANS AND SURGEONS.

GRAHAM C. E., M.D.,
PHYSICIAN AND SURGEON,
Brewery Street, Hull.

LEGGO E.,
PHYSICIAN, ETC.,
Rideau Street.

WOOD O. C., M.D.,
CANCERS CURED WITHOUT THE KNIFE
at the Ottawa Cancer Cure. Cure Warrant-
ed; no pay required until the cure is com-
plete.
Sparks and Maria Streets.

SURGEON DENTISTS.

HUTCHISON GEO., L.D.S.,
SURGEON DENTIST,
Sparks Street.

MARTIN OLIVER,
SURGEON DENTIST,
50 Sparks Street.

MARTIN DR. C. A., L.D.S.,
SURGEON DENTIST,
52 Sussex Street.

McPHEE W., L.D.S.,
DENTIST,
Sparks Street.

PIANOFORTE DEALERS.

NORDHEIMER A. & S.,
PIANOFORTE AND MUSIC WAREHOUSES,
A. Peterson, General Agent,
26 Sparks Street.

ORME J. L. & SON,
IMPORTERS OF PIANOFORTES,
Organs, Band Instruments, Sheet Music, and all
kinds of Musical Merchandise,
8 Sparks Street.

RAILWAY, TELEGRAPH, AND STEAMBOAT COS.

BOWIE ALEX.,
CAPTAIN OF STEAMER FEELESS OF
Ottawa River Navigation Company,
Metcalfe Street.

CANADA CENTRAL RAILWAY,
H. P. ALDEN, General Superintendent.
T. A. McKINNON, Local Superintendent.
General Offices, Brockville.

INTERCOLONIAL RAILWAY,
A. Walsh, Chairman,
Ottawa.

MONTREAL TELEGRAPH CO.,
N. W. BETHUNE, Manager,
Metcalfe Street.

ST. LAWRENCE AND OTTAWA RAILWAY
CO.,
THOS. REYNOLDS, Managing Director.
A. G. PEDEN, Secretary-Treasurer.

UNION FORWARDING AND RAILWAY CO.,
W. CASSELLS, Upper Canada & Ottawa Route,
Sparks Street.

SADDLERY.

BORBRIDGE S. & H.,
WHOLESALE AND RETAIL
Dealers and Manufacturers of Saddles, Harness,
Trunks, &c. A large and complete assortment
of every thing in the Line,
Cor of Rideau and Mosgrove Streets.

LEE & ERSKINE,
MANUFACTURERS AND DEALERS IN
Saddles, Harness and Trunks,
103 Sparks Street.

SEWING MACHINES.

GARDNER & WEBSTER SEWING MACHINES,
W. C. Bruce & Brother,
Wholesale and Retail Dealers,
O'Connor Street, and 215 Notre Dame
Street, Montreal.

RAYMOND SEWING MACHINE,
Alfred Brown, Agent. Also for Mde. Demorata
Patterns,
Metcalfe Street.

TAILORS.

AUCLAIR P. C.,
BROADWAY TAILORING & GENERAL
OUTFITTING ESTABLISHMENT,
Next door to Masson's Flour Store,
293 Wellington Street.

CHABOT P. H. C.,
READY-MADE CLOTHING,
WHOLESALE & RETAIL TAILOR SHOP,
52 Sussex Street.

HOLBROOK G. M.,
PEG-TOP DEPOT, MERCHANT TAILOR
AND GENTLEMEN'S OUTFITTER,
Cor Sparks and Elgin.

MADSEN CHRISTIAN,
THE BEE-HIVE TAILORING AND
Gents' Outfitting Establishment,
27 Sussex Street.

RAJOTTE T. & CO.,
MERCHANT TAILORS AND GENTLE-
MEN'S OUTFITTERS,
32 Sparks Street.

STOREY THOS. & CO.,
MERCHANT TAILORS AND GENTS'
HABERDASHERS,
58 Sussex Street.

WINE AND SPIRIT MERCHANTS.

BUCHANAN JAS.,
WINE AND SPIRIT MERCHANT,
13 Sussex Street.

PATTERSON THOMAS,
IMPORTER OF
Fine Wines, Brandies, Pickles, Sauces, Whole-
sale and Retail Dealer in all kinds of
Family Groceries.
26 Rideau Street.

WOOLLENS AND DRY GOODS.

ALLAN, McKINNON & McMoran,
IMPORTERS AND DEALERS IN FANCY
AND STAPLE DRY GOODS, MILLIN-
ERY AND MANTLES,
20 Sparks Street.

BLACKBURN & CO.,
WOOLLEN MANUFACTURERS,
New Edinburgh.

BLUTH GEO. R.,
FANCY AND STAPLE DRY GOODS,
236 Wellington Street.

CHENET P.,
IMPORTER OF STAPLE AND FANCY
DRY GOODS,
47 Sussex Street.

CHISHOLM DUNCAN,
IMPORTER AND DEALER IN DRY
GOODS AND CLOTHING,
Sussex Street opposite York.

FAULKNER N.,
IMPORTER FANCY AND STAPLE DRY
GOODS,
First Class Tailor to attend to orders
Sussex Street.

GARLAND, MUTHMORE & CO.,
WHOLESALE DRY GOODS,
51 Sparks Street.

HUNTON T. SON & LARMOUTH,
ESTABLISHED 1838 IMPORTERS FANCY
AND STAPLE DRY GOODS,
Laces, Silks and Velvets,
47 and 49 Sparks Street.

FEE SAMUEL,
IMPORTER OF GENERAL DRY GOODS
In this Establishment, conducted on the Cash
Principle, prices are lower than in
"Credit stores."
34 Sparks Street, Sign of the Golden Lion.

JAMIESON R. E. & J. C.,
DEALERS IN DRY GOODS, PROVISIONS,
Teas and General Groceries, Flour, Bread,
&c.,
George Street.

KEARNS & RYAN,
IMPORTERS OF BRITISH & FOREIGN
Dry Goods, Mantles, Millinery, &c.,
Rideau n. Sussex.

KING C. & CO.,
IMPORTERS STAPLE AND FANCY DRY
GOODS, MANUFACTURERS OF CLOTH-
ING, WHOLESALE AND RETAIL,
267 Wellington Street.

MAGEE & RUSSELL,
WHOLESALE DEALERS IN DRY GOODS,
Elgin Street cor Queen.

METCALFE JOSEPH,
IMPORTER
Wholesale and Retail, *STAPLE AND FANCY*
DRY GOODS. Tailoring a specialty,
55 Sparks Street.

PINARD J. A.,
IMPORTER OF DRY GOODS, FANCY
AND STAPLE,
Sussex Street.

RUSSELL & WATSON,
IMPORTERS OF DRY GOODS
29 Sparks Street.

RYAN J. W.,
FANCY AND STAPLE DRY GOODS,
DRESSMAKING AND MILLINERY,
18 Rideau Street.

SIMON D. C.,
DEALER IN
Dry Goods, Ready-made Clothing, Hats and
Caps, Boots and Shoes, Wines and Liquors,
Main, Hull.

STILL J. R. & CO.,
REGENT HOUSE, IMPORTERS OF
British and Foreign Dry Goods, Millinery and
Mantles, Costumes, French Kid Gloves, Remotes,
Laces, Silks and Velvet.
30 Sparks Street.

MISCELLANEOUS.

BROWN JOHN,
SOAP AND CANDLE MAKER,
York Street.

COX GEORGE,
ENGRAVER AND PLATE PRINTER,
(Agent for Ottawa.)
Elgin Street.

GERMAIN E.,
TINNER AND CURRIER,
Parry Street.

HODGSON WILLIAM,
ARCHITECT,
Cathcart Street.

LAVERDURE E. G.,
TINSMITH,
William Street.

LEAVENS, PAIDSON & CHEVRIER
COAL OIL, LAMPS, KEROSENE, FLY-
PAPER, GLASSWARE, &c., WHOLESALE,
Cor Sussex and York Streets.

MAY GEORGE,
TANNERS OIL, SHOE FINDINGS, SADDLERY,
HARDWARE, TRUNKS,
AND VALISES,
32 Sussex Street.

POULEY WILLIAM,
ACCOUNTANT,
Wellington Street.

ROBERTSON J. P.,
REPORTER,
O'Connor Street.

ROBERT STANISLAS,
BUTCHER,
87 Rideau Street.

ROOS JOHN,
WHOLESALE AND RETAIL TOBACCONIST,
26 Sparks Street.

TOOLEY W. J.,
PROPRIETOR OF
The Notman Studio; Photography in all
branches, Portraits of Canadian Statesmen, Views
of the Dominion, &c.,
Wellington Street.

WILSON & ORR,
CARVERS AND GILDERS, LOOKING
GLASS AND PICTURE FRAME
MANUFACTURERS,
60 Sparks Street.

WORKMAN WM.,
PROFESSOR OF MUSIC,
Daly Street.

YOUNG WILLIAM,
PRACTICAL WATCHMAKER AND
MANUFACTURING JEWELLER,
Sparks Street.

BUSINESS CARDS OF PATRONS

IN THE

CITY OF KINGSTON.

ARCHITECTS.

COVERDALE WILLIAM,
ARCHITECT,
Rockwood Lunatic Asylum,
King Street West.

GAGE ROBERT,
ARCHITECT,
Princess Street.

POWER JOHN, & SON,
ARCHITECTS,
Queen Street.

BANKS.

BRITISH NORTH AMERICA,
W. Penfold, Manager,
Ontario Street.

MERCHANTS BANK OF CANADA,
D. Fraser, Manager,
King Street.

BARRISTERS.

DAWDON JOSEPH,
SOLICITOR, CONVEYANCER AND
NOTARY,
33 King Street.

BRITTON & PRICE,
BARRISTERS AND ATTORNEYS-AT-
LAW, NOTARIES PUBLIC, &c.,
Clarence Street.

CAMPBELL & MACDONALD,
SOLICITORS, &c.,
Princess Street.

HENDERSON JAS. A., D.C.S.,
BARRISTER, &c.,
Clarence Street.

KIRKPATRICK ALEX.,
BARRISTER-AT-LAW AND
Notary Public, County Crown Attorney,
Ontario Street.

KIRKPATRICK & ROGERS,
BARRISTERS, &c.,
Ontario Street.

MCENTYRE JOHN,
BARRISTER-AT-LAW, &c.,
Princess Street.

MUDIE JOHN,
BARRISTER-AT-LAW, SOLICITOR IN
CHANCERY,
Clarence Street.

O'REILLY JAMES,
BARRISTER AND ATTORNEY-AT-LAW,
NOTARY PUBLIC,
King and Brock Streets.

SMYTHE EDW. H.,
BARRISTER AND ATTORNEY-AT-LAW,
Ontario Street.

SNOOK T. L.,
BARRISTER, ATTORNEY, NOTARY,
COUNTY SOLICITOR,
King Street.

WALKER RICHARD T.,
BARRISTER,
Clarence Street.

BOOKSELLERS AND STATIONERS.

McAULEY THOMAS & CO.,
CITY BOOK STORE,
Wholesale and Retail Booksellers and Stationers,
Bookbinders, and Account Book Manufacturers,
King Street.
Thos. McAuley. Chas. E. Wrenshall.

STACEY E.,
BOOKSELLER AND STATIONER,
Wholesale and Retail Music and News Dealer,
Agency for the sale of Bibles and Testaments,
82 King Street.

BOOT AND SHOE DEALERS.

DICK WM. J.,
BOOT AND SHOE DEALER,
Princess Street.

KIRK W.,
WHOLESALE AND RETAIL DEALER IN
BOOTS AND SHOES,
35 Princess Street.

OFFORD GEO. & CO.,
WHOLESALE MANUFACTURERS OF
BOOTS AND SHOES,
Brook Street.

ROSE EDWIN,
WHOLESALE AND RETAIL DEALER IN
BOOTS, SHOES, RUBBERS, TRUNKS, &c.,
of every description.
MacNee & Waddell's Building,
Princess Street.

BREWERS.

BATY & SON,
BREWERS AND MALTSTERS,
Wellington Street.

CHEMISTS & DRUGGISTS.

HEATH & GUNN,
CHEMISTS AND DRUGGISTS,
47 Princess Street.

HOBERT G. S.,
CHEMIST AND DRUGGIST,
Kingston.

SKINNER HENRY,
CHEMIST AND DRUGGIST,
Princess Street.

WHITE R. H.,
WHOLESALE DRUGGIST,
Seed Merchant, &c., Proprietor of Kingston Oil
Store; Consignment of Rock Oil always on
hand,
Princess Street.

CLERGY.

HORAN RIGHT REV. E. J., D.D.,
R. C. BISHOP,
Kingston.

RUPERT REV. E. T. (B.A.)
WESLEYAN MINISTER,
Percy.

ELLIOT REV. JAMES,
WESLEYAN MINISTER,
Sydenham Street Church.

CONTRACTORS & BUILDERS.

McMAHON JOHN,
CARPENTER AND BUILDER,
Sydenham Street.

NEWLANDS GEORGE,
CONTRACTOR AND BUILDER,
112 Princess Street.

WILLIAMSON ADAM,
CONTRACTOR AND BUILDER,
Wellington Street.

COMPANIES.

CANADIAN EXPRESS CO.,
E. KENT, TREASURER,
King Street.

KINGSTON GAS LIGHT CO.,
JOHN KENT, MANAGER,
Queen Street.

EDUCATIONAL.

DESROCHERS J. A.,
PROFESSOR OF MUSIC,
Kingston.

DUPUIS N. F.,
PROFESSOR OF CHEMISTRY IN QUEEN'S
University and Professor of Chemistry
and Practical Chemistry in the Royal
College of Physicians and
Surgeons,
Queen's University.

FERGUSON JOSEPH,
PROFESSOR OF HISTORY,
Queen's College.

KINGSTON COLLEGIATE INSTITUTE,
A Full Classical Commercial Course.
The Rector has accommodation for several pupils.
Satisfaction given. SAMUEL WOODS.

MA KERRAS J. H.,
PROFESSOR OF CLASSICS,
Queen's College.

MOWAT J. B.,
PROFESSOR OF HEBREW,
Queens University.

PUBLIC SCHOOL BOARD,
Benj. Britton, Chairman,
Kingston.

QUEEN'S UNIVERSITY COLLEGE,
Incorporated by Royal Charter in 1841. Complete
course for graduation in Arts and Theology;
W. Snodgrass, D.D., Principal,
Arch Street.

WILLIAMSON JAS.,
PROFESSOR OF MATHEMATICS AND
Natural Philosophy,
Queen's College.

**FORWARDERS AND GRAIN
MERCHANTS.**

CHAFFEY GEO. & BRO.,
FORWARDERS AND COMMISSION'S
MERCHANTS,
Portsmouth.

COLTHURST & MACPHEE,
FORWARDERS,
Queen Street.

KIDD T. G. V.,
SHIPPER AND DEALER
In Building Stone, Sandstone, &c.,
Johnson Street.

KINGHAM G. N.,
FORWARDER AND GRAIN DEALER,
Ferry Wharf, Foot of Brook Street.

SWIFT JAMES & CO.,
FORWARDERS,
Insurance and Steamboat Agents, and General
Commission Merchants,
St. Lawrence Wharf.

FOUNDERS.

CHOWN ARTHUR, & SON,
IMPORTERS OF HARDWARE,
7 Bagot Street.

McEWEN D., & SONS,
MACHINE ENGINES AND
Boilers of all kinds,
Queen Street.

GROCERS.

BROWNE JAS., & CO.,
WHOLESALE GROCERS,
Ontario Street.

CAMPBELL MATTHEW,
GENERAL GROCER,
Princess Street.

FENWICK, HENDRY & CO.,
WHOLESALE GROCERS AND
IMPORTERS,
Ontario Street.

GUNN A., & CO.,
WHOLESALE GROCERS & IMPORTERS
EAST AND WEST INDIA PRODUCE,
Ontario Street.

HARBACK H. A., & CO.,
AGENTS FOR ST. GEORGE & CO., PURE
WINES, AND GENERAL GROCERIES,
Princess Street.

HARTY JAS., & CO.,
WHOLESALE GROCERS,
Kingston.

HENDRY J. A., & BRO.,
WHOLESALE GROCERS,
14 Ontario Street.

LIVINGSTON A.,
GROCER, WINE AND SPIRIT MER-
CHANT,
37 Princess Street.

MARTIN WILLIAM,
WHOLESALE GROCER,
Princess Street.

McRAE W. R., & CO.,
GROCERS AND WINE MERCHANTS,
Kingston.

ROBERTSON GEO., & SON,
IMPORTERS & WHOLESALE GROCERS,
Ontario Street.

TIERNEY OWEN,
WHOLESALE AND RETAIL GROCER,
Ontario Street.

WILKINSON GEO. M.,
GROCER, WINE & SPIRIT MERCHANT,
China, Glass and Earthenware,
72 and 73 Wellington Street.

HARDWARE.

CHOWN ARTHUR, & SON,
IMPORTERS OF HARDWARE,
7 Bagot Street.

FRASER GEORGE,
IMPORTER OF BRITISH AND AMERI-
CAN HARDWARE,
Princess Street.

MUCKLESTON & MARSHALL,
HARDWARE MERCHANTS,
Princess Street.

J. Muckleston. W. Marshall.

INSURANCE COMPANIES.

AGRICULTURAL INSURANCE CO. OF
WATERTOWN,
INSURES NOTHING MORE HAZARDOUS
THAN FARM PROPERTY & PRIVATE
RESIDENCES.
Canadian deposit \$100,000.
President, John C. Cooper; Secretary and
Manager for Canada, Isaac Mereson; General
Agent, Brian Dewey.
Head Office, Kingston.

**MARBLE IMPORTERS AND MANU-
FACTURERS.**

TANDY BROS.,
KINGSTON MARBLE WORKS,
Dealers in Native and Foreign Marbles, Importers
of Scotch Granite Monuments,
Corner Princess and Sydenham Streets.

WELCH E. R., & SON,
MARBLE & SCOTCH GRANITE DEPOT,
Importers of Scotch Granite, and Dealers in
Italian and American Marbles,
Princess Street.

MILLS.

ANGLIN W. B. & S.,
SAW MILL PROPRIETORS,
Wellington Street North.

GRAY DAVID,
PLANING MILL, SHINGLE AND MOULD-
ING MANUFACTURER,
Union Street W. Ontario.

KARCH J. A.,
PROPRIETOR OF THE KINGSTON
STEAM COFFEE AND SPICE MILLS,
Earl Street.

NEWSPAPERS.

BRITISH WHIG,
Local circulation, Daily \$0.00 per year; Weekly
\$1.50 per year.

E. J. Barker Pense, Proprietor,
72 Bagot Street.

DAILY NEWS,
\$5.00 per annum;
Chronicle and News, weekly edition, \$2.00 per
annum.
James Shannon, Editor and Proprietor,
Princess Street.

PAINTERS.

McMAHON THOMAS,
HOUSE AND SIGN PAINTER,
IMPORTER OF ROOM PAPER, &c.,
Cor. Brook and Bagot Streets.

SAVAGE THOMAS, & SON,
HOUSE, SIGN AND ORNAMENTAL
PAINTERS,
Paper Hangings, &c.,
William Street.

**PARLIAMENTARY, CIVIL AND
CIVIC OFFICIALS.**

BARKER R. W.,
P.O. INSPECTOR, KINGSTON DISTRICT,
Post Office.

CARTWRIGHT HON. R. J., M.P.,
MINISTER OF FINANCE,
King Street.

CITY COUNCIL,
M. FLANAGAN, CITY CLERK:
WM. IRELAND, CHAMBERLAIN,
City Buildings.

CREIGHTON JOHN,
WARDEN KINGSTON PENITENTIARY,

DEFF JOHN,
CLERK DIVISION COURT,
AGENT CITIZENS' INSURANCE CO.,
Court House.

FLANIGAN JOHN,
DEPUTY WARDEN
Kingston Penitentiary.

IRVINE JOHN,
COUNTY TREASURER,
City Treasurer's Office.

JARVIS S. P.,
LIEUT.-COLONEL AND DEPUTY ADJUTANT GENERAL OF MILITIA,
Kingston.

MINGAYE —,
COLLECTOR OF CUSTOMS,
Custom House.

ROSE R. M.,
COUNTY REGISTRAR OF FRONTENAC,
Clarence Street.

STRANGE M. W.,
POLICE MAGISTRATE,
AGENT ROYAL INSURANCE CO.,
Kingston.

TAYLOR JOSEPH,
STEAMBOAT INSPECTOR,
George Street.

SURGEON DENTISTS.

CLARK F. M.,
SURGEON DENTIST,
Satisfaction guaranteed.
Wilson's Buildings, 4 Wellington Street.

CLEMENTS L., L.D.S.,
SURGEON DENTIST,
Wellington Street, opp. Post Office.

MACDONALD J. L.,
SURGEON DENTIST,
156 Princess Street.

PHYSICIANS AND SURGEONS.

DICKSON JOHN R.,
MEDICAL SUPERINTENDENT
Rockwood Asylum.

JARVIS JOSEPH,
HOMOEOPATHIC PHYSICIAN AND
SURGEON,
Wellington Street.

JOHNSON A. H.,
PHYSICIAN AND SURGEON,
Pottsmouth.

WATER FRANCIS M.,
PHYSICIAN AND SURGEON,
King Street.

STEAMBOAT COMPANIES AND AGENTS.

CALVIN & BRECK,
PROPRIETORS OF GOVERNMENT-TUG LINE,
Forwarders, Shipbuilders, &c.,
Garden Island.

GILDERNLEEVE C. F.,
PORT HOPE TO ROCHESTER AND BAY
OF QUINTE STEAMERS,
King Street.

MAUDE STEAMER,
DAILY LINE TWICE A DAY
Between Kingston and Cape Vincent, connecting
with Rome, Watertown, and Ogdensburg R. R.,
FOLGER & HARDY, AGENTS.

SAILMAKERS.

LEWIS WM.,
SAILMAKER, WIRE RIGGER AND
SHIP CHANDLER,
Ontario Street.

MAKINS R.,
SAILMAKER AND SHIP CHANDLER,
Flags, Tents, Awnings, &c.,
Ontario Street.

OLDRIEVE & HORN,
SAILMAKERS, RIGGERS AND SHIP-
CHANDLERS,
Ontario Street,
near Montreal Transportation Dock.

SHIPBUILDERS.

CUNNINGHAM HENRY,
Successor to M. O'Gorman,
BOAT BUILDER,
The latest and handsomest boats built at this
establishment,
Simcoe Street, opp. the Park.

McCORKKELL —,
BOAT BUILDER,
A large assortment of first-class Skiffs and Boats
of all sizes on hand, for sale or to hire.
Orders punctually attended to,
Ontario Street, near the Water Works.

POWER WM., & CO.,
SHIPBUILDERS,
Ontario Street.

TAILORS AND CLOTHIERS.

ANDREWS G. W.,
MERCHANT TAILOR,
Military Uniforms and Clerical Costumes,
76 Wellington Street.

FAHEY MICHAEL,
MERCHANT TAILOR AND CLOTHIER,
King Street, Market Square.

McNAUGHTON & CO.,
READY-MADE CLOTHING AND
GENTLEMEN'S FURNISHING GOODS, &c.,
King Street.

SANDS J. B.,
TAILOR AND CLOTHIER,
All kinds of Fancy Costumes, Plain and
Embroidered Military Uniforms, &c.,
Wellington Street.

MISCELLANEOUS.

ABBOTT J. J.,
PHOTOGRAPHER,
Market Square (opp. Express Office.)

ADAMS JAMES,
TRADE INSTRUCTOR,
Kingston Penitentiary.

BAILEY B., & CO.,
WHOLESALE BRUSH, WHISK AND CORN
BROOM MANUFACTURERS,
Cor. Queen and Barrie Streets.

BROCKSHIRE JOHN,
MANUFACTURER OF THE CELEBRATED
Atlantic Patent Ship Pumps, also Capstans,
Crabwrenches, right and left Steering
Wheels, Blocks and Dead-eyes, and
Ship work in general,
Corner Union and Ontario Streets.

CLARK J. C.,
CANADA ENGINE WORKS, LOCOMOTIVE
AND CAR WORKS,
Ontario Street.

COCKBURN JOHN,
STEAMFITTER, COPPERSMITH, ETC.,
King Street.

CROTHERS H. & W. J.,
BAKERS AND CONFECTIONERS,
Wellington Street.

FOLGER BROS.,
BANKERS: COLLECTIONS MADE ON
ALL PARTS OF THE UNITED STATES
AND CANADA;
Kingston.

FOLGER & HANLY,
GENERAL TICKET AGENTS: TICKETS
to all parts of the World by Ocean
River and Rail;
Office Foot of Brock Street.

GOING A. H.,
U. S. CONSUL,
Ontario Street.

HANCE S. B.,
U. S. CONSUL,
Kingston.

JOHNSTON JAMES,
IMPORTER OF ENGLISH AND SWISS
WATCHES, CLOCKS AND JEWELLERY.

MAIN ADAM,
CABINETMAKER, UPHOLSTERER, ETC.,
Cor. Union and Wellington Streets.

MACKAY J., & CO.,
LEATHER, HIDES AND FINDINGS,
176 Princess Street.

MacNEE & WADDELL,
IMPORTERS OF DRY GOODS,
Princess Street.

McROSSIE WM.,
MANUFACTURER OF AND DEALER
In all kinds of Sawn and Bill Lumber, Shingles,
Laths, etc.,
Ontario Street.

MEE C., & CO.,
MANUFACTURERS OF PARLOR AND
CHURCH ORGANS,
In every style and finish, Dealers in Pianofortes,
Gore Street.
Charles Mee. Joseph George.

NASH THOS., C. E.,
CIVIL ENGINEER AND
Provincial Land Surveyor,
Sydenham Street.

NICKEL WM.,
DISTILLER,
Ontario Street.

ROURKE JOHN,
STEAM SOAP AND POT AND PEARL
ASH WORKS;
Toilet and all other Soaps manufactured and for
sale, wholesale;
Cor. of Rideau and Bay Streets.

SMALES H. E., & WM. DAVIS,
BRITISH AMERICAN HOTEL AND
HARWOOD HOUSE.

STEWART R. M.,
TRADE INSTRUCTOR,
Kingston Penitentiary.

THOMPSON GEO.,
WINE AND SPIRIT MERCHANT,
King Street.

WEBER & CO.,
PIANO MANUFACTURERS,
Cor. Ontario and Princess Street.

WRIGHT CLARK,
PREMIUM HATTAN AND FURRIER,
Wholesale and Retail Dealer in Hairs, Caps,
Straw Goods, etc. Heads fitted by a Paris Con-
formation.
74 Wellington Street.

SANDWICH, ONTARIO.

ASKIN J. A.,
REGISTRAR FOR COUNTY OF ESSEX.

ELLIOTT REV. F. G.,
RECTOR.

GERARDOT THOMAS,
COUNTY INSPECTOR OF PUBLIC
SCHOOLS.

LOOSERT G.,
PROPRIETOR OF DOMINION HOTEL.

LEIGH G. H.,
TAILOR.

McEWEN J.,
HIGH SHERIFF FOR COUNTY OF
ESSEX.

MARTEN H. O.,
PHYSICIAN, SURGEON,
Member of the Pharmaceutical Society of Great
Britain.

O'CONNOR REV. DENNIS,
R.C.P., PRESIDENT OF L'ASSOMPTION
COLLEGE.

OUELLETTE J. A.,
ATTORNEY-AT-LAW, SOLICITOR IN
CHANCERY, &c., &c.

WRIGHT T. B.,
COUNTY TREASURER FOR ESSEX.

BUSINESS CARDS OF THE PATRONS OF THE ATLAS,
COMPRISING THE
PRINCIPAL BUSINESS HOUSES AND PROFESSIONAL MEN
IN THE CITY OF HAMILTON.

CLASSIFIED AND ALPHABETICALLY ARRANGED.

AGENTS.	BANKERS & BROKERS.	PROUDFOOT W., BARRISTER, &c., Hamilton.	CLERGY.
ALANSON & HILTON, AUCTIONEERS, LAND AGENTS, &c., 58 James Street.	McKEAND GEO., BROKER AND TICKET AGENT FOR OCEAN STEAMERS, INMAN AND ANCHOR LINE, 5 James Street.	ROBERTSON & WARDELL, BARRISTERS, &c., Hamilton and Dundas.	CRENNAN RIGHT REV. Dr., R. C. BISHOP, Sheaft Street.
DAVIDSON ALEXANDER, OFFICIAL ASSIGNEE AND INSURANCE AGENT, Hamilton.	TAYLOR & MINTY, BANKERS, Cor. King and James Streets.	BADLEIR CHAS. A., BARRISTER, Hamilton.	FLETCHER REV. W. H., PRESBYTERIAN MINISTER, 58 McNab Street.
WHIPPLE E. J., REAL ESTATE AGENT, 20 Catherine Street.	BARRISTERS. BRUCE & WALKER, BARRISTERS, &c., Hamilton. A. Bruce, M.A. W. F. Walker, M.A.	SPOHN & CADDY, BARRISTERS, ATTORNEYS, SOLICITORS IN CHANCERY, &c., 20 James Street South. J. V. Spohn. H. H. Caddy.	JOHNSTON HUGH, WESLEYAN MINISTER. Centenary Church.
ARCHITECTS.	BARRISTERS.	SPOHN & CADDY, BARRISTERS, ATTORNEYS, SOLICITORS IN CHANCERY, &c., 20 James Street South. J. V. Spohn. H. H. Caddy.	COMMISSION AND PRODUCE MERCHANTS.
CLARK HUTCHINSON, ARCHITECT, Hughson Street.	CHISHOLM & LAIDLAW, BARRISTERS, ATTORNEYS, SOLICITORS IN CHANCERY, &c., D. B. Chisholm, Wm. Laidlaw.	WADDELL R. R., LAW OFFICE, Corner King and John Streets.	ABRAHAM CHAS., PRODUCE AND COMMISSION MERCHANT, John Street.
HILLS A. H., ARCHITECT, 45 Charles Street.	DUFF W. A. A., BARRISTER, NOTARY PUBLIC, &c., Canada Life Buildings.	BOOTS AND SHOES. GARRETT, JOHN, & CO., MANUFACTURERS AND WHOLESALE DEALERS IN BOOTS AND SHOES.	BUCHANAN BROS. & CO., IMPORTERS OF WOOL AND FOREIGN, PRODUCE, COMMISSION AND GENERAL MERCHANTS, Hamilton.
LEITH WILLIAM, ARCHITECT, 48 Hughson Street.	GAGE R. R., BARRISTER, &c., 55 John Street South.	KERR THOS. C., & CO., WHOLESALE DEALERS IN BOOTS AND SHOES.	BUCHANAN BROS. & CO., IMPORTERS OF WOOL AND FOREIGN PRODUCE, COMMISSION AND GENERAL MERCHANTS, 3 State Street, New York.
BANKS.	BARRISTER, ATTORNEY, &c., Hamilton.	KERR THOS. C., & CO., WHOLESALE DEALERS IN BOOTS AND SHOES.	DAVIS J. H., & CO., WOOL DEALERS AND COMMISSION MERCHANTS, John Street North.
BANK OF BRITISH NORTH AMERICA, J. ROBERTSON, MANAGER, Hamilton.	LAZIER & WHITE, BARRISTERS, ATTORNEYS, Solicitors in Chancery, &c., 42 Lister Buildings, James Street. S. F. Lazier. J. White.	CHINA, GLASS AND EARTHEN- WARE. SANDERS THOS., & CO., IMPORTERS OF CHINA, EARTHENWARE, Fancy Goods and Glassware, 33 King Street East.	GALLOWAY J., PRODUCE COMMISSION MERCHANT, and Dealer in Grain, Wool, Garden and Field Seeds, etc., 10 Market Square.
BANK OF HAMILTON, D. McINNES, PRESIDENT; H. C. HAM- MOND, CASHIER, McInnes' Block.	MACDONALD WALTER R., BARRISTER-AT-LAW, SOLICITOR, Conveyancer, &c., Hamilton.	SKINNER J. A., & CO., IMPORTERS EARTHENWARE, FANCY GOODS AND SMALLWARES, King Street.	GREGORY S. E., PRODUCE COMMISSION MERCHANT and Insurance Agent. Sec. and Nor. R. R., 35 King Street East, Upstairs.
BANK OF MONTREAL A. MACNIDER, Manager, Hamilton.	MACKELCAN, GIBSON & BELL, BARRISTERS & ATTORNEYS-AT-LAW, Solicitors in Chancery, Notaries Public, &c., F. Mackelcan. J. M. Gibson. Wm. Bell.	CIVIL AND CIVIC OFFICERS. CAHILL JAMES, POLICE MAGISTRATE, BARRISTER, &c.	HARVEY JOHN, & CO., COMMISSION MERCHANTS AND WOOL BROKERS, 69 James Street North.
CANADIAN BANK OF COMMERCE, C. A. MURRAY, Manager, Corner King and Hughson Streets.	MARTIN & CARSCALLEN, BARRISTERS, ATTORNEYS, SOLICITORS, Conveyancers, Notaries, &c., Hamilton. Richard Martin. H. Carscallen.	GRIFFIN WM., CLERK DIVISION COURT, County Buildings.	LONG & BISBY, WOOL DEALERS AND COMMISSION MERCHANTS, 58 McNab Street.
MERCHANTS BANK OF CANADA, JAMES DANCROFT, Manager, Hamilton.	MARTIN & PARKES, BARRISTERS, ATTORNEYS AND SOLI- CITORS, 74 James Street North, Next door to Post Office. Edward Martin. James Parkes.	STUART A., CITY CHAMBERLAIN, City Hall.	SMITH C. R., PRODUCE AND COMMISSION MERCHANT, SECRETARY CANADA SEWING MACHINE CO., King Street.
ROYAL CANADIAN BANK, J. G. CAMPBELL, Manager, James Street.	PAPPS GEO. S., BARRISTER, ETC., Hamilton.	DRY GOODS. BARTINDALE T. H., & CO., DRY GOODS, MILLINERY & MANTLES, 4 King Street East.	
STINSONS BANK, J. STINSON, Manager, Corner King William and James Streets.	PRINGLE J. A., BARRISTER, INSURANCE, FIRE, LIFE AND MARINE AGENT, Main Street.		

SMITH DONALD,
WHOLESALE AND RETAIL CLOTHING,
Cor. King and James Streets.

TRUMPELLER D. W.,
MERCHANT TAILOR,
Hamilton.

TINSMITHS.

MOORE D., & CO.,
MANUFACTURERS OF STOVE, TIN AND
JAPAN WAR,
100 King Street East.

WILLIAMS J. M., & CO.,
MANUFACTURERS OF PLAIN, STAMPED
AND JAPANNED TINWARE,
Hughson Street.

VINEGAR MANUFACTURERS.

BIRELY & CO.,
BONDED VINEGAR MANUFACTURERS,
N. F. Birely, Grain Warehouseman,
James Street.

WILLIAMSON & CO.,
VINEGAR MANUFACTURERS,
Cor. Stewart and McNab Streets.

MISCELLANEOUS.

ALEXANDER JOHN,
IMPORTER & DEALER IN LEATHER
FINDINGS, HIDES, OIL, &c.,
13 and 15 King Street West.

BARNETT H.,
CIVIL ENGINEER,
Hamilton and Erie Ry. Engineer's Office.

BASSETT H. V.,
REPAIRER SEWING MACHINES,
Jobbing of all kinds.

BROWN WM., & CO.,
LITHOGRAPHERS, ENGRAVERS,
Stationers and Printers,
Hamilton.

BRUCE WILLIAM,
ENGROSSER, DRAUGHTSMAN,
and Solicitor of Patents,
14 King Street East.

CLUTHE CHARLES,
MANUFACTURER OF SURGICAL AND
DENTAL INSTRUMENTS,
Trusses, Abdominal Supporters, &c., &c.
Apparatus for Deformities professionally adjusted.

COMMERCIAL AGENCY OF CANADA,
MURRAY, MIDDLEMISS & CO.,
Proprietors,
20 James Street, South.
Also, Montreal, Toronto, St. John and Halifax.

CHILMAN I. C.,
ONTARIO STEAM BISCUIT AND CON-
FECTIONERY WORKS, WHOLESALE,
King Street East.
BREAD DEPOT AND RETAIL STORE,
114 King Street West.

ECKERSON, BELL & SMITH,
PHOTOGRAPHERS,
9 James Street.

EAGER BENJ.,
LUMBER MERCHANT,
Wellington Square.

GRANT P., & SONS,
BREWERS OF ALE AND PORTER,

KENZIE & OSBORNE,
FLOUR MERCHANTS,
King Street East.
J. H. McKenzie. George Osborne.

MITCHELL THOS.,
MANUFACTURER OF BROOMS, BRUSHES,
Baskets, Woodenware, Importer of Cordage,
Twines, Wrapping Paper, &c.,
31 King Street West.

MURTON JOHN W.,
COAL MERCHANT,
John and Rebecca Streets.

PROCTOR JOHN,
FORWARDER, WHARFINGER, &c.,
King Street.

PRONGUEY JOHN P.,
CITY COACH WORKS,
Carriages from \$100 to \$1,500, Buggies and
Sleighs.
Established 1845.
James Street.

RAW ROBERT,
PRINTER AND BOOKBINDER,
James Street.

SMITH JAMES N.,
BOOKKEEPER FOR A. HOPE & CO.,
King Street.

THORNTON JAMES,
ORGAN & MELODEON MANUFACTURER,
13 Bay Street.

WINER J., & CO.,
WHOLESALE DRUGGISTS,
25 King Street East.

BUSINESS CARDS OF PATRONS

IN THE

TOWN OF CHATHAM.

ATKINSON C. R.,
BARRISTER, &c.,
King Street.

ALLEN G. R.,
PHOTOGRAPHIC ARTIST IN ALL ITS
RESPECTIVE BRANCHES,
Nearly opposite the Music Hall, King St.

BELL & HARRIS,
BARRISTERS, ATTORNEYS AT LAW,
SOLICITORS IN CHANCERY, CONVEY-
ANCERS, &c.

BALLARD W. H.,
HEAD MASTER OF HIGH SCHOOL.

BALL W.,
CHATHAM STOVE DEPOT.
General dealer in Stoves, Tin and Iron Ware.

BAXTER JAMES, & CO.,
DOMINION SASH, BLIND AND DOOR
FACTORY,
Colborne Street, opposite City Mills.

BAYES FREDERICK,
EXCELSIOR MARBLE WORKS,
William Street.

CHARTERIS C. G.,
COUNTY TREASURER FOR
KENT.

CRADDOCK & SHANKS,
GENERAL DEALER IN ALL KINDS OF
PINE LUMBER, LATH, SHINGLES, CEDAR
POSTS, &c.

CUMMING H. F.,
IMPORTER OF GENERAL DRY GOODS,
CLOTHING, BOOTS, SHOES, &c.

CAMPBELL WILLIAM,
MANUFACTURER OF FANNING MILLS
AND CULTIVATORS,
Wellington Street.

CALLOP THOMAS H.,
PROPRIETOR OF SHAKESPEARE HOUSE,
Opposite the Market.

DOUGLAS WILLIAM,
BARRISTER, &c., QUEEN'S COUNTY
ATTORNEY,
Eberts Block.

DALGARMO, WINDSOR & BROS.,
MACHINISTS AND FOUNDERS.

EVANS J.,
LIVERY STABLES,
(Established 1854.)

FULLERTON JAMES,
ONTARIO SALOON,
Opposite Royal Exchange.

FREEMAN G. O.,
BARRISTER, &c.

FRASER WILLIAM,
SOLICITOR, &c.

GEMMELL JOHN R.,
PROPRIETOR AND PUBLISHER OF
CHATHAM GAZETTE, AT \$1.50 PER
YEAR IN ADVANCE.

GOOSLEY REV. S. C.,
PASTOR VICTORIA CHURCH.

GRAY WILLIAM,
CARRIAGE MANUFACTURER,
Wellington Street.

HYSLOP & RONALD,
FOUNDERS AND MACHINISTS,
Manufacturers of Agricultural Implements, Make
Boilers, Build Steam, Fire Engines and
Steam Boats.

IRELAND W. S.,
MANAGER OF THE
BANK OF COMMERCE.

LENNOX C. P.,
DENTIST,
All diseases of the mouth treated.

LAMONT JAMES,
GENERAL SHIPPER AND DEALER IN
ALL KINDS OF PRODUCE.

McKELLAR D. P.,
REGISTRAR OF THE COUNTY OF
KENT.

McCRAE THOMAS,
POLICE MAGISTRATE.

McKOUGH J. & W.,
IMPORTERS OF
SHELF AND HEAVY HARDWARE, TINS,
STOVES, &c.

MERCER JOHN,
HIGH SHERIFF,
County of Kent.

MALCOLMSON HUGH,
WHOLESALE AND RETAIL
GROCER.

NORTHWOOD C.,
PRODUCE AND COMMISSION MER-
CHANT,
West Side Market Square.

PIGGOTT JOHN,
DEALER IN PINE LUMBER, SHINGLES,
CEDAR POSTS, &c.

PEGLEY CHARLES,
BARRISTER, &c.,
King Street.

PENNYFATHER J. J. E.,
COLLECTOR OF CUSTOMS.

PARK JAMES,
PRINCIPAL TEACHER IN CENTRAL
SCHOOL.

PARK ALEXANDER,
TEACHER IN CENTRAL SCHOOL.

PEEL & JACKSON, PROPRIETORS OF CHATHAM GRIST MILL, Foot of 6th Street on bank of Creek.	REID J. R., MERCHANT TAILOR, GENTS FURNISH- ING, &c., Opposite the Market.	SMITH ISAAC, CUTTER At J. R. Reid's.	WALL JOHN, GENERAL IMPORTER OF DRY GOODS, CLOTHING, HATS, CAPS, &c., Post-Office Corner.
ROGERS ROBERT N., MANAGER OF MERCHANTS BANK OF CANADA.	STEPHENSON R., PROPRIETOR AND PUBLISHER OF THE WEEKLY AND TRI-WEEKLY "CHATHAM PLANKET."	TAYLOR T. H., & CO., MANUFACTURERS OF WOOLLEN GOODS AND DEALERS IN WOOL.	WILLIAMS J. B., LAND AGENT AND CONVEYANCER,
ROBINSON EDWARD, SOLICITOR, &c., King Street.	STONE THOMAS, IMPORTER OF DRY GOODS.	TETRAULT N., FIRST NATIONAL BOOT AND SHOE HOUSE, CHEAPEST IN THE DOMINION FOR DURABLE WORK.	Eberts Block.
RUTLEY T. R. G., RUTLEY HOUSE, Cor of Market Sq. and Wellington St. Free Omnibus to and from all Passenger Trains.	STRINGER J. B., PRODUCE AND COMMISSION MERCHANT, West Side Market Square.	VANALLEN D. B., & CO., MANUFACTURERS OF LUMBER, SHIP PLANK, &c.	WARREN JAMES, ATTORNEY AND SOLICITOR.

BUSINESS CARDS OF PATRONS

IN THE

TOWN OF BELLEVILLE.

BURRELL E., EDGE TOOL MANUFACTURER.	BARTLEY O., DRAUGHTSMAN.	GRAHAM J. D. & W. H., WHOLESALE JOBBERS IN CARRIAGE FURNISHINGS, &c.	McINTOSH T., PRODUCE DEALER AND COMMISSION MERCHANT.
BENJAMIN E., COLLECTOR OF INLAND REVENUE.	CARMAN J. W. & CO., EDITORS AND PROPRIETORS OF "THE DAILY NEWS."	GREEN A. L., WHOLESALE DRUGGIST, Corner Bridge and St. Ann Streets.	MILLBURN E. T., ASSISTANT MASTER HIGH SCHOOL.
BOGART D. D., LUMBER MERCHANT.	CLARK F. M., DEALER IN BOOTS, SHOES, &c.	HOGGARD G., PROPRIETOR ANGLO-AMERICAN HOTEL, Front Street.	MEACHAM JAS. H., POSTMASTER.
BALLANTYNE S., LOCAL AND GENERAL AGENT For the Howe Sewing Machine.	CARMAN J. M., & CO., PUBLISHERS OF THE Daily and Weekly "ONTARIO."	HARRISON E., BOOKSELLER, BOOKBINDER AND Stationer. Dealer in Music and Musical Instru- ments of all kinds.	MACLELLAN & MACLELLAN, SOLICITORS IN CHANCERY, ATTOR- NEYS, &c.
BELL, HOLDEN & BELL, BARRISTERS AND ATTORNEYS.	CORBY H., M.P.P., MILLER AND DISTILLER.	HOLTON G. C., & CO., IMPORTERS OF FOREIGN AND British Dry Goods, Carpets, Floor Oil Cloth, &c.	NUNN W. C., GENERAL AGENT CHEMICAL FIRE ENGINES, &c.
BROWN J., DEALER IN BOOTS AND SHOES.	DIAMOND & DIAMOND, BARRISTERS AND ATTORNEYS.	HOLDEN R., M.D., PHYSICIAN, SURGEON, &c.	PAGE A. S., & CO., LUMBER MANUFACTURERS, Bridge Street.
BURDON A., HEAD MASTER OF HIGH SCHOOL.	DICKSON G. D., BARRISTER, &c. Bridge Street.	IRWIN J., PRINCIPAL SCHOOL No. 2, Belleville.	PONTON W. H., COUNTY REGISTRAR.
BURTON REV. J., PRESBYTERIAN CHURCH MINISTER, John Street.	DIXON A., COLLECTOR OF CUSTOMS.	JOHNSTON W., WHOLESALE HATS, CAPS, &c.	PONTON & DENMARK, BARRISTERS, &c., Front Street.
BEATTY S. G., PRINCIPAL OF THE ONTARIO COMMERCIAL COLLEGE, Belleville, Ont. The Business School of Canada. For terms, &c., address S. G. Beatty & Co.	DOUGALL & CLUTE, BARRISTERS, &c. A. D. Dougall. R. C. Clute. Office Front Street.	PITCEATHLY & KELSO, WHOLESALE GROCERS.	PECK J. H., SECT. TREAS. HASTINGS MUTUAL Insurance Co., agent for the "Etna," "Aetna," "Amazon" and "Triumph Fire and Marine Insurance Cos." also agent of the Queen Fire and Life Ins. Co. and Phoenix Reliance Mutual Life Cos. Bridge Street.
BULL S. S., BARRISTER.	EVANS J. D., ARCHITECT, PROVINCIAL LAND SURVEYOR AND CIVIL ENGINEER.	KRIEGER —, ENGINEER.	PATTON VENERABLE ARCHDEACON, ARCHDEACON OF Ontario, and Rector of St. Thomas Church, Belleville.
BURRELL E., EDGE TOOL WORKS, Manufacturer of Axes, Chisels, and Carpenters' Tools. All kinds of Edge Tools made to order.	FALKNER N. B., BARRISTER AND ATTORNEY-AT-LAW, Front Street.	LAZIER & LAZIER, BARRISTERS AND ATTORNEYS-AT-LAW.	PALMER W. J., PRINCIPAL OF THE Ontario Institution for the Deaf and Dumb. Application for Admission of Pupils must be addressed to Dr. W. J. Palmer, Belleville.
BORRADAILE G. C., PROPRIETOR OF THE DAFOR HOUSE.	FLINT B., (Senator) MERCHANT.	LEWIS REV. R., CONGREGATIONAL MINISTER.	RAIMEY G. W., CIVIL ENGINEER, SUPERINTENDENT TRENT WORKS.

ROBERTSON A., BARRISTER, &c.	THOMAS J. P., BARRISTER AND ATTORNEY, NOTARY PUBLIC.	WALKER J. M., & CO., BELLEVILLE AGRICULTURAL WORKS AND IRON FOUNDRY. West Front Street.	WALLBRIDGE & BROS., BARRISTERS, &c.
STREET J. A., MANUFACTURER OF HORSE RAKES & THE NOVELTY WASHING MACHINE, Patented, May, 1872.	RACY R., M.D., PHYSICIAN, SURGEON, &c.	WELLER J. B., LUMBER MERCHANT.	WILSON B. S., M.D., PHYSICIAN AND SURGEON.
SIMPSON G. A., & CO., COMMISSION MERCHANTS, DAY OF QUINTE ELEVATOR, PLASTER AND LIME MILLS.	TEMPLETON J., IMPORTER OF GROCERIES, FRUITS, WOODENWARE, WHOLESALE & RETAIL.	WAY J. F., CROWN TIMBER AGENT.	YEOMANS H., Of firm of L. W. YEOMANS & CO., CHEMISTS AND DRUGGISTS.
TINKELL G. S., CABINET WAREHOUSES.	VANTASSEL W. H., WHEELER AND WILSON AND HOWE SEWING MACHINES, AND BUTTER- ICK'S PATTERNS, Bridge Street.	WALSH W., & CO., IMPORTERS, WHOLESALE & RETAIL DEALERS IN DRY GOODS, CLOTH- ING AND GENTS' FURNISHINGS.	

BUSINESS CARDS OF PATRONS:

IN THE

TOWNS OF GUELPH AND GALT.

GUELPH.	HATCH HENRY, LAND AGENT AND BROKER. MONEY LOANED ON MORTGAGES.	SHAW & MURTON, MERCHANT TAILORS AND CLOTHIERS.	HUSBAND GEO. E., PHYSICIAN, SURGEON, &c.
ARMSTRONG J. B., & CO., MANUFACTURERS OF CARRIAGES, BUGGIES, CUTTERS, &c.	HORSMAN J., IRON MERCHANT AND IMPORTER OF British, French, German and American Hardware.	SLEEMAN G., BREWER AND MALTSTER.	KERR ADAM, MAYOR OF THE TOWN OF GALT.
ARMSTRONG, McCRAE & CO., HOSIERS AND WOOLLEN MANUFACTURERS.	HEATHER W., DEALER IN STOVES, PLOUGHS AND TINWARE.	GALT.	MUIR REV. J. B., MINISTER CHURCH OF SCOTLAND.
ARMS & WORSWICK, MANUFACTURERS OF MACHINISTS Tools, Steam Engines, Shaftings, Pulleys and Hangers. Jobbing will receive prompt and careful attention.	INNIS JAMES, EDITOR AND PROPRIETOR OF THE MERCURY AND ADVERTISER.	ALLEN D., CONTRACTOR & LUMBER MERCHANT.	MILLER H., & CO., CHEMISTS, &c.
BELL W., & CO., MANUFACTURERS OF PRIZE MEDAL Cabinet Organs and Melodeons, and Sole Proprietors of the Organette.	JACKSON JOHN, & CO., ORGAN AND MELODEON MANUFACTURERS. Dealers in Pianos, &c., East Market Square.	BOOMER REV. M., DEAN, London.	PATTERSON G. H., MANAGER CANADIAN BANK OF COMMERCE.
BISCOE F., BARRISTER, &c.	KEATING THOMAS, REGISTRAR OF SURREGATE COURT.	BENTLY REV. R., PASTOR OF UNION CHURCH.	PECK THOMAS, MALTSTER AND DEALER IN HOPS.
BOULT STEPHEN, ARCHITECT & BUILDER, PROPRIETOR of Planning Mill, Sash, Doors, Mouldings, &c., supplied on demand.	KEABLES, OSBORNE & CO., MANUFACTURERS OF THE OSBORNE & GUELPH REVERSIBLE SEWING MACHINE. J. C. McLogan, Secretary.	BLAIN R., MILLER.	ROBINSON & HOWELL, WOOLLEN MANUFACTURERS.
BOULTREE & BOOKLESS, PROPRIETORS OF ROYAL HOTEL, FREE OMNIBUS FOR GUESTS TO AND FROM ALL TRAINS.	MARTIN JOHN, PRINCIPAL OF THE GUELPH ACADEMY AND BOARDING SCHOOL. Terms on application.	CAVERS J., MANAGER ROYAL CANADIAN BANK.	SMITH REV. D., M. N. C. MINISTER.
CULLEN J. F., HEAD TEACHER IN CENTRAL SCHOOL.	MASSIE, PATERSON & Co., WHOLESALE GROCERS Alma Block.	CHASE G. A., TEACHER IN HIGH SCHOOL.	SUDDARY J., ASSISTANT TEACHER IN CENTRAL SCHOOL.
FOSTER W. M., DENTIST, IN ALL ITS RESPECTIVE BRANCHES.	REYNOLDS WILLIAM, COUNTY TREASURER	DAVIDSON JOHN, POSTMASTER.	TASSIE W., (LL.D.), HEAD TEACHER HIGH SCHOOL.
GOLDIE JAMES, FLOURING MILLS PROPRIETOR.	RAYMOND C., MANUFACTURER OF RAYMOND'S FAM- ILY SEWING MACHINES.	FLEMING J., GENERAL MERCHANT.	THOMPSON J. J., & CO., WOOLLEN MANUFACTURERS.
GUTHRIE, WATT & OUTTEY, BARRISTERS, &c.	SANDILANDS G. W., MANAGER OF THE BANK OF COMMERCE.	GOLDIE & McCULLOCH, PROPRIETORS OF THE DUMFRIES FOUNDRY, Millwrights, Engineers and Machinists. Estab- lished, 1844.	WAGNER JOSEPH, WOOL PULLING AND MOROCCO FACTORY.
HOUGH JAMES, CLERK OF THE COUNTY COURT AND DEPUTY CLERK OF THE CROWN.	SHARPE C. & A., SEED MERCHANTS.	HUME GAVIN, DEALER IN SHELF AND HEAVY HARD- WARE, ALSO GROCERIES.	WARNOCK JAMES, EDGE TOOLS & CARRIAGE SPRING WORKS

BUSINESS CARDS OF PATRONS

IN THE

TOWNS of STRATFORD and ST. THOMAS,

STRATFORD.

ALEXANDER W.,
INSPECTOR OF PUBLIC SCHOOLS,
County of Perth.

ARGO A. L.,
PROPRIETOR OF STRATFORD FLOUR-
ING MILLS.
Established 1834.

BURRITT D. B.,
CLERK DIVISION COURT AND
INSURANCE AGENT.

CAREY JOHN,
CHAIRMAN OF THE BOARD OF WORKS.

DEMSEY JOHN,
FARMER,
Township of Ellice, Concession 8, Lot 4,
Stratford Post Office.

FRASER D. M., M.D.C.M.,
Graduate McGill University and Member of the
College of Physicians and Surgeons,
Ontario.

FULLER S. S.,
FLAX MILL.

HEWDEBURICK REV. W. H.,
CONGREGATIONAL CHURCH PASTOR.

HOLLIDAY THOMAS,
PROPRIETOR OF CORY EXCHANGE
HOTEL,
Market Square.

IDDINGTON & MICKLE,
BARRISTERS, &c.

JACKSON J. P.,
M.D.,
Graduate of Toronto University and Member of
the College of Physicians and Surgeons of
Ontario.

JEFFERY & McLENNAN,
IMPORTERS OF SHELF AND HEAVY
HARDWARE, IRON, STEEL, NAILS,
&c., &c.

JOHNS C. B.,
MANUFACTURER AND DEALER IN
Hardware, Tins and Stoves

KNEITH JOSEPH,
DEALER IN BOOTS AND SHOES.

KENNEDY JAMES,
PROPRIETOR OF THE TERRAPIN
SALOON,
Next Door to Post Office.

LAWRENCE J. W.,
ATTORNEY-AT-LAW, SOLICITOR IN
CHANCERY, &c.

McCULLOCH & GRANT,
BARRISTERS, SOLICITORS AND
ATTORNEYS.

MATHEWSON A.,
EDITOR AND PROPRIETOR OF THE
STRATFORD BEACON, BOOKSELLER,
PUBLISHER, &c.

MONTEITH ANDREW,
M. P.,
County Treasurer.

MCPHERSON REV. T.,
MINISTER
Canada Presbyterian Church.

MOWAT W.,
INSURANCE AGENT,
ISSUER OF MARRIAGE LICENSES, &c.

O'HIGGINS A. G., & SON,
GROCERS,
Wholesale and Retail.

PATTERSON REV. E.,
INCUMBENT OF ST. JAMES CHURCH,
AND INSPECTOR OF PUBLIC SCHOOLS
FOR TOWN OF STRATFORD.

PETHICK WILLIAM,
PROPRIETOR OF THE DOMINION
HOTEL
Opposite the G. T. R. Station.

ROBE SAMUEL,
REGISTRAR FOR NORTH RIDING,
County of Perth.

ROBERTS Q. H.,
ASSISTANT LOCOMOTIVE SUPERINT.,
Grand Trunk Railway.

ROBERTSON J. A.,
PHYSICIAN AND SURGEON.

ROBERTSON W. S.,
PROPRIETOR OF THE ROBERTSON,
G. T. HOTEL,
Near Grand Trunk Station

SINCLAIR J. C.,
SCHOOL TEACHER.

SCOTT C. & G.,
IMPORTERS OF DRY GOODS, MILLIN-
ERY AND READY-MADE CLOTHING.

SHARMAN & FOSTER,
MANUFACTURERS OF AGRICULTURAL
IMPLEMENTS.

SMITH A. S.,
SAW MILLER AND LUMBER MANUFACTURER,
(Mills at Muskoka.)

SUGDEN J., & SONS,
WOOLLEN MANUFACTURERS,
Wholesale and Retail.

WOODS & FISHER,
BARRISTERS, &c.

WALKER REV. C.,
BAPTIST MINISTER

WORKMAN W. & F.,
IRON, COAL AND HARDWARE MERCHANT.

WILLIAMSON A., & CO.,
MERCHANT TAILORS AND GENTS,
FURNISHINGS.

ST. THOMAS.

BLAKENEY THOMAS,
MANAGER MOLSON'S BANK.

BURKE P.,
PUBLISHER, &c.

CROMBIE S. M.,
MANAGER MERCHANTS BANK.

CARRIE JAMES,
IMPORTER OF DRY GOODS AND MIL-
LINERY. READY-MADE CLOTHING,
WHOLESALE AND RETAIL.

CLARK W.,
PROPRIETOR OF THE SOUTHERN
RAILWAY HOTEL, IN THE EASTERN
PART OF TOWN.

COOPER W. A.,
FIRST PRIZE PHOTOGRAPHER.
The largest and most complete suite of rooms in
the Dominion. Pabes pictures a specialty.
Talbot Street opposite the Market.

JAMES E. DENISON,
BOOKKEEPER.

DOW THOMAS,
G.W.R., FORMERLY STATION MASTER
AT WINDSOR.

FLANNERY REV. W.,
ROMAN CATHOLIC PRIEST.

GEARY C. P.,
BREWERY AND MALTSTER.

HOUSMAN R.,
IRON MONGER, HOUSE FURNISHING
HARDWARE, PAINTS, OILS, COLORS, &c.

HILLIS & SON,
ST. THOMAS PLANING MILLS.

HORTON EDWARD,
BARRISTER AND ATTORNEY-AT-LAW,
NOTARY PUBLIC, &c.

JACKSON W.,
CABINETMAKER.

McLOCHLIN A.,
PUBLISHER.

MOORE M. T.,
TANNER AND DEALER IN LEATHER,
Hides, Oils, Sheepskins, &c.

MOORE R.,
PUBLISHER AND PROPRIETOR OF THE
ELGIN EXPRESS.

MOORE N. W.,
WHOLESALE AND RETAIL DEALER IN
Leather and Shoe Findings, Saddlery, Hardware,
Hides, Oils, &c. Manufacturer of Horse Findings.
Opposite the Post-Office.

McCONNELL E.,
PRODUCE DEALER.

METCALF THOMAS,
PLANING MILL.

McKENZIE D. K.,
DEALER IN DRY GOODS, CLOTHING
AND GENTS' FURNISHINGS.

NEAL WILLIAM,
DEALER IN DRY GOODS AND MILLIN-
ERY.

SINGER JAMES,
CONTRACTOR AND BUILDER.

VANDESKIRK W. C.,
PHYSICIAN

WARREN THOS. D.,
DEPUTY CLERK OF THE CROWN.

YEOUMAN W. E.,
BOOK STATIONERY AND FANCY GOODS
Telegraph and Exchange Office.

PRICE S.,
GENERAL MERCHANT,
Port Stanley.

BUSINESS CARDS OF PATRONS

IN THE

Towns of Peterborough and Goderich.

PETERBOROUGH.

BEST J.,
GENERAL MERCHANT.

BLEEKER & DIXON,
BARRISTERS.

BROWN J. C.,
PUBLIC SCHOOL SUPERINTENDENT
for the County of Peterborough.

BOULTON, FAIRBAIRN & PANSSETTE,
BARRISTERS, &c.

BURNHAM F. E.,
BARRISTER, ATTORNEY, SOLICITOR, &c.

BURNHAM J.,
BARRISTER, &c.

BURNHAM G., M.D.,
PHYSICIAN AND SURGEON.

BURRITT H. C., M.D.,
PHYSICIAN AND SURGEON.

CAMPBELL A. H.,
LUMBER MERCHANT.

CLEXTON R.,
DRY GOODS MERCHANT.

COX G. A.,
MAJOR,
Telegraph, Express and Insurance Agent

CLEMENTI T. B.,
PROVINCIAL LAND SURVEYOR.

DENNISTOUN J. F.,
BARRISTER.

DIXON J. B., M.A.,
PRINCIPAL COLLEGIATE INSTITUTE.

DONOVAN P. B.,
TEACHER ROMAN CATHOLIC SCHOOL.

EDMINSON G.,
SOLICITOR, &c.

ERSKINE J.,
STAPLE AND FANCY DRY GOODS,
BERLIN WOOLLS, &c.

FATE S. J.,
AGENT FOR THE BANK OF MONTREAL.

FAIRWEATHER W., & CO.,
DRY GOODS MERCHANTS, &c.

FISH REV. C.,
WESLEYAN MINISTER.

FAUCHER D.,
PROPRIETOR OF FAUCHER'S HOTEL,
Corner of George Street and Market
Square.

GARVEY J.,
GROCERIES, WINES AND LIQUORS.

HALL J.,
COUNTY SHERIFF.

HARTY W., & CO.,
MERCHANTS IN GROCERIES, WINES
AND LIQUORS.

HAMILTON W.,
MILLWRIGHT, ENGINEER AND IRON
FOUNDER.

JOHNSTON W. S.,
PROPRIETOR OF ONTARIO DRUG
STORE.

JOHNSTON & DIXON,
MERCHANTS,
DRY GOODS AND GROCERIES

KINCAID R., M.D.,
PHYSICIAN, SURGEON, &c.

LEONARD G.,
ATTORNEY, &c.

LECH W.,
MANUFACTURING FURRIER,
Wholesale and Retail.

LYNCH REV. M.,
PARISH PRIEST.

MOORE W. H.,
BARRISTER, &c.

MATHIAS W. S. B.,
BOOKSELLER AND STATIONER.

MITCHELL G.,
SALOON.

MACLENNAN REV. K., M.A.,
PRESBYTERIAN MINISTER ST. AN-
DREW'S CHURCH.

MASON & BRADBURN,
DRY GOODS, CLOTHING AND GRO-
CERIES.

MALONEY J.,
MERCHANT, DRY GOODS, GROCERIES,
Wines and Liquors.

NICHOLLS & HALL,
GENERAL MERCHANTS.

PENTLAND D.,
DENTIST.

PATON, MOIR & CO.,
WOOLLEN MANUFACTURERS.

ROMAINE R. A.,
PUBLISHER AND PROPRIETOR OF
THE "PETERBOROUGH REVIEW."
Established 1853. The old and most exten-
sively circulated journal in this or adjoining coun-
ties. Steam Power Press Book and Job Printing
Office, Bookbinding, Stationery and Account
Book Manufactory.

ROBINSON I.,
DRY GOODS MERCHANT.

ROGERS H. C.,
POSTMASTER PETERBOROUGH.

ROGERS J. Z.,
MERCHANT AND SAW MILLER.

SCOTT W. H.,
BARRISTER, &c.

STRATTON J.,
PUBLISHER AND PROPRIETOR OF
THE "PETERBOROUGH EXAMINER."
Published every Thursday morning. Devoted
to Reform Interest.

SHAW G. E.,
MANAGER ONTARIO BANK.

SMITH J. MURRAY,
MANAGER BANK OF TORONTO.

SMYLIE R. W.,
MANAGER BANK OF COMMERCE.

SPERRY A.,
SHINGLE MANUFACTURER.

SHERIDAN J. W.,
BOOKSELLER AND STATIONER.

SULLIVAN J. O., M.D.,
PHYSICIAN AND SURGEON.

SOOLE W.,
PROPRIETOR OF PETERBOROUGH
STEAM PLANING MILL,
Manufacturer of Doors, Sashes, and Mouldings of
all kinds.

THOMPSON R.,
PHOTOGRAPHER,
Dealer in all kinds of Frames, Mouldings, &c.

TAYLOR W. H., M.D.,
MONTREAL DRUG HALL.

TURVER J.,
PROPRIETOR OF CAISSE'S HOTEL.

WALSH W.,
DRUGGIST.

WALLIS C. S.,
LAW STUDENT.

WRIGHT H. W.,
MARBLE WORKS,
Musical Instrument Dealer, and Insurance Agent.

WALTON J.,
COUNTY WARDEN.

WHITE R.,
PROPRIETOR OF THE PETERBOROUGH
LIVERY STABLE.

GODERICH.

BELL J. J.,
PUBLISHER OF
the *Huron Signal*, an old established Reform
Journal, \$1.50 per Annum.

BOOSEY W. J.,
COOPER.

CAMERON & GARROW,
BARRISTERS, &c., &c.

CLUCAS HENRY,
HOUSE, SIGN AND ORNAMENTAL
PAINTER.
Faithful Imitations of Wood and Marble Executed
on Moderate terms.

CAMPAIGNE E.,
GOVERNOR OF JAIL.

BUSINESS CARDS OF PATRONS IN THE TOWNS OF GODERICH AND ST. CATHERINES.

DOYLE B. L., BARRISTER, &c.	HOSKER E., PROPRIETOR OF MAITLAND HOUSE, Near B. & L. H. Railway Station.	PARSONS G. H., & CO., Importers and Dealers in SHELF AND HEAVY HARDWARE.	SHANNON G. C., PHYSICIAN, SURGEON, &c.
DODD HENRY, MANUFACTURER OF PUMPS AND FAN- NING MILLS. Orders promptly filled.	JOHNSTON HUGH, GENERAL LAND AGENT.	ROBERTSON F. A., FORWARDER AND VESSEL OWNER.	SMAIL JAMES, ARCHITECT.
FERGUSON D., GENERAL MERCHANT.	KAY W., MERCHANT AND CHAIRMAN of the High School Board of Trustees.	RUNCIMAN R., FOUNDER.	SMITH W. G., SALT MANUFACTURER, VICTORIA WORKS.
GIBBONS ROBERT, SHERIFF COUNTY OF HURON.	McKAY R., & BROTHER, GENERAL MERCHANTS.	ROBERTSON W. R., DEALER IN DRY GOODS AND GENERAL MERCHANDISE.	STANDLEY R. W., SAW MILLER, MANUFACTURER OF Salt and Patent Barrel Hoops.
HORTON HORACE VESSEL OWNER, AND M.P.	McLEAN T. F., PHYSICIAN, SURGEON, &c.	SEVERIGHT REV. J., ST. ANDREW'S CHURCH.	STRACHAN D. K., MANUFACTURER OF FARMING IMPROV- EMENTS, AND GENERAL BLACKSMITH.
HOOD THOMAS, STREET INSPECTOR.	MILLER J. R., INSPECTOR OF PUBLIC SCHOOLS.	SEYMOUR W., & CO., PRODUCE, FORWARDING AND COMMIS- SION MERCHANTS, SHIPOWNERS AND MARINE INSURANCE AGENTS.	STRANG H. J., HEAD TEACHER HIGH SCHOOL.
HORTON HENRY, GROCER AND DEALER IN Liquors, Wholesale and Retail, Market Square.	NEIBERGALL GEORGE, PROPRIETOR OF TECUMSEH SALT WORKS.	SIMMONS A., PUBLISHER OF THE GODERICH "STAR." A Liberal Conservative Journal. Subscription, \$1.50 per annum.	WEATHERALD THOMAS, CIVIL ENGINEER AND P.L.S.
HENXINGS W., GRIST AND FLOURING MILL.	O'DEA P., GENERAL MERCHANT.		

BUSINESS CARDS OF PATRONS

IN THE

TOWN OF ST. CATHERINES.

DARWICK H. C., MANAGER CANADIAN BANK OF COM- MERCE.	CLARK JAMES, COLLECTOR OF CUSTOMS.	DAWSON H., STAPLE AND FANCY DRY GOODS, 45 St. Paul Street.	HILL ROWLAND, SECRETARY AND MANAGER Mutual Fire Insurance Company of Clinton Established 1854 St. Paul Street.
FEADLE & BUCHANAN ST. CATHERINES' NURSERIES, Fruit and Ornamental Trees, Grape Vines, Roses, &c.	CLARK THOMAS, PHYSICIAN.	DOUGLAS JAMES, JEWELLER, WARDEN COUNTY OF LINCOLN.	HOLLAND REV. HENRY, RECTOR ST. GEORGE'S CHURCH.
BRUNSON HON. J. R., SENATOR.	CLENCH F. A. B. DEPUTY CLERK OF THE CROWN AND PLEAS.	ELLIOTT JAMES, MATHEMATICAL MASTER COLLEGIATE INSTITUTE.	HOLMES & GREENWOOD, CARRIAGEMAKERS.
HUGGAN W., CIVIL ENGINEER.	COLLIER H. H., PROPRIETOR AGRICULTURAL WORKS. Manufacturer of Ball's Ohio Combined Reaper and Mower with Self-Rake; Kirby's Combined Reaper and Mower with Self-Rake; Cultivators, Ploughs, Fanning Mills, Feed Cutters, Cedar Mills, &c., St. Paul Street.	GARDINER EDWARD, PROVINCIAL LAND SURVEYOR.	HOWSE RICHARD, CITY STOVE STORE.
BOWRON, CHATFIELD & CO., STEAM, WATER AND GAS ENGINEERS, also, Sheet Metal Works. St. Paul Street.	COLLIER R., SUPERINTENDENT OF THE CANAL LOCK.	GOODMAN EDWIN, M.B., St. Catharines.	HUNTER HOWARD, M.A., PRINCIPAL COLLEGIATE INSTITUTE.
BROWN & BROWN, BARRISTERS, ATTORNEYS, SOLICITORS, Notaries Public. Calvin Brown. Albert G. Brown.	COLLINSON, BURCH & CO., MANUFACTURERS OF MOWING AND Reaping Knives and Knife Sections, also Guard Plates and Heel Blanks.	GRANT WM., & CO., PROPRIETORS THE EVENING JOURNAL St. Catharines Journal, Weekly. The best circulated papers on the Niagara Penin- sula. Daily, \$4.00 per year, do. livered in town; \$3.00 per mail Weekly, \$1.00 per year. Ontario Street.	JEFFREY A., IMPORTER of Hardware, Iron, Steel, Glass, Paints, Oils, Anchors and Chains, &c.
CARLISLE HENRY, IMPORTER OF DRY GOODS, Millinery, Carpets and House Furnishing. Clothing made to order.	COPELAND W. L., PHYSICIAN.	GUY J. B., PRINCIPAL CENTRAL SCHOOL.	LAWDOR J. M., COUNTY JUDGE OF LINCOLN.
CHAPLIN V., MANAGER WELLS AND VALE WORKS.	COY JOHN W., IMPORTER AND DEALER IN SHELF and Heavy Hardware, Ship Chandlery, Paints, Oils, &c., Cor. St. Paul and Heliwell Lane.	HENDERSHOT PETER, MANUFACTURER OF AND WHOLESALE Dealer in Ground Coffee, Spices, Mustard, Cream Tartar, Tartaric Acid, Saleratus and Baking Powders.	LAWRIER R. & J., WHOLESALE AND RETAIL DEALERS in Flour, Grain and Seeds.

LEWIS JOHN W., VALUATOR AND INSPECTOR OF GOV. ERNMENT LANDS.	MERRITT THOS. R., PRESIDENT NIAGARA DISTRICT BANK.	OILL GEO. R., MANUFACTURER OF Marine Engines and Machinery, also Castings in Iron and Brass.	SMITH R. H., ST. CATHERINES SAW WORKS, Successor to J. Flint, Manufacturer of Saws, Plastering Trowels and Straw Knives.
MATHEWSON & BALFOUR, EDITORS AND PROPRIETORS of the Daily and Weekly News, Book and Job Printing in the latest Styles, 29 St. Paul Street. R. Mathewson, W. D. Balfour	MILLER & MILLER, BARRISTERS AND ATTORNEYS AT LAW. Richard Miller, James A. Miller, D.C.L.	PARKER REV. W. R., MINISTER OF THE W. M. CHURCH.	SOMERSET JOHN B., PUBLIC SCHOOL INSPECTOR, County Lincoln.
MAY ANDREW, L.D.S., SURGICAL AND MECHANICAL DENTIST.	MILLS J. JR., CHEMIST AND DRUGGIST, Proprietor of the Celebrated Pain Killer, a valuable Remedy for Dyspepsia, Flatu- lence, Colic, Coughs, Diarrhoea, Dys- entery and Cholera.	PEWHURST E. R., PAYMASTER WELLAND CANAL.	WELLAND VALE MANUFACTURING CO. FARMING IMPLEMENTS And Edge Tools, Scythes, Forks, Hoes, Hay Knives, Axes, Chisels, Drawn Knives, &c., Manufactured at the Company's Works, Lock No. 2. Sole makers of Rodden's Patent Clipped Ferrule or Socket Forks and Hoes, also Rod- den's Patent Balloon Tine Forks.
MCCARTHY PETER, BARRISTER-AT-LAW.	MITTLERBERGER HENRY, J. P.	RIORDON JOHN, PAPER MANUFACTURER.	WOODRUFF R. & CO., STAPLE AND FANCY DRY GOODS, Cor. St. Paul and William Streets. Richard Woodruff, Robert McLaren.
MEDWARD JAS., BANKER AND EXCHANGE BROKER, AND OFFICIAL ASSIGNEE.	MONRO JOHN R., GREAT TEA, CHINA, CROCKERY, AND GLASS WAREHOUSE.	ROLLISON J., TOWN CLERK, Queenston Street.	WOODRUFF S. D., CIVIL ENGINEER, Superintendent Welland Canal.
McELEAN & BRENNAN, BARRISTERS, ATTORNEYS AND SOLI- CITORS.	MOORE DANIEL D., BROKER	RYKERT & GELLELAND, BARRISTERS, &c.	YALE & CO., MANUFACTURERS OF Steam Engines, Mill Castings, Importers of Tin Plates, Copper, Sheet Iron, &c. Yale's Patent Ship Steerers and Capstans. Store, St. Paul Street. Furnace, cor Church and Ontario Streets.
McKINLEY R., & CO., ST. CATHERINES WHEEL WORKS	NORRIS JAMES, M.P., MERCHANT MILLER	SANDERSON REV. GEORGE R., WESLEYAN METHODIST MINISTER.	
		SMITH GEORGE, CARRIAGE AND SLEIGH MANUFAC- TURER. All work of the best description. James Street, near the Town Hall.	

BUSINESS CARDS OF PATRONS

IN THE

TOWN OF LINDSAY.

ANDERSON J., CABINETMAKER AND UPHOLSTERER	DORMER GEORGE, M.P.P., BARRISTER, &c.	KEMPT G., COUNTY SHERIFF.	MARTIN P. S., BARRISTER, &c.
BROCK REV. J., WESLEYAN METHODIST MINISTER.	HUDSPETH —, BARRISTER, &c.	KETCHUM & BARROS, SOLICITORS	MAGUIRE L., BOOT AND SHOE MANUFACTURER.
BAKER C. L., PROPRIETOR OF THE LINDSAY PACK- ING HOUSE, Wholesale and Retail dealer in Pork, Flour, Grain, Groceries, Crockery, &c.	DEGRASSI A. W., M.D., PHYSICIAN AND SURGEON. Also Coroner for County Victoria.	KNIGHT J. H., PUBLIC SCHOOL INSPECTOR, EAST VICTORIA.	NEEDLER & SADLER, FLOURING MILLS, SAW MILLERS AND LUMBERMEN.
BEALL T., JEWELLER, STATIONER AND DEALER IN PIANOFORTES, ORGANS, &c.	FEE T., LUMBERMAN	KNOWLSON J. B., TOWN CLERK AND AGENT FOR THE Western Fire Insurance Company, Incorporated 1851. Capital, \$100,000.	NEELANDS J., DENTIST.
BOWERMAN V., LUMBER MERCHANT, (Cambrey.)	GRACE W., DEPUTY CLERK OF THE CROWN, &c.	MARTIN, P. S., BARRISTER, &c.	PERRIN S., DRUGGIST AND SETDSMAN.
CANADIAN POST, (THE) Established in 1857. CHAS. D. BARR, PROPRIETOR. The Post has a circulation of 1,500; and is the best advertising medium between Toronto and Montreal. \$1.25 per annum.	GREGORY E., DRUGGIST AND SEEDSMAN.	McINTYRE D., BARRISTER.	RUSSELL W. L., GENERAL BROKER, REAL ESTATE AGENT AND AUCTIONEER.
CHISHOLM J., MERCHANT.	HAMILTON W., MANAGER MERCHANTS BANK OF CA- NADA.	McKIBBIN J., CLERK DIVISION COURT.	SMITHETT REV. W. F., MINISTER OF ST. PAUL'S CHURCH. (English.)
COTHER L. M., VETERINARY SURGEON, GRADUATE OF the Ontario Veterinary School, Toronto.	HEAP J., SOLICITOR.	McMURTRY S. A., MANAGER ONTARIO BANK.	STAFFORD REV. J., ROMAN CATHOLIC PRIEST.
CONWAY S., PROPRIETOR OF THE CONWAY HOUSE. Free Buss to and from all Passenger Trains and Boat.	HUDSPETH ADAM, BARRISTER, &c.	MURRAY REV. J. A., MINISTER OF ST. ANDREW'S CHURCH. (Presbyterian.)	VEITCH E., PROPRIETOR VEITCH HOTEL.
DEAN M., PROVINCIAL LAND SURVEYOR AND CIVIL ENGINEER.			WOODS, M.P.P., COUNTY TREASURER.

BUSINESS CARDS OF PATRONS

IN THE

TOWNS of COBOURG and PORT HOPE.

COBOURG.

BURNHAM HON. ASA A.,
COUNTY TREASURER.

BOSWELL & SCOTT,
BARRISTERS, &c.

A. Boswell, J. H. Scott.

BROUGH C.,
MANAGER BANK OF MONTREAL.

BARBER J. R.,
RAILROAD SUPERINTENDENT.

BOSWELL J. C.,
POSTMASTER.

CHAMBLIS LT.-COL. A. T.,
MANAGER AND DIRECTOR OF THE
Cobourg, Peterborough and Marmora Railway
and Mining Company.

CROSSEN J.,
FOUNDRY AND RAILWAY CAR WORK,
The latter a specialty.

DOUGLAS REV. J.,
MINISTER OF CANADA PRESBYTERIAN
CHURCH.

DUMBLE J. H.,
CIVIL ENGINEER.

EYRE W. H.,
COUNTY REGISTRAR.

FRASER A.,
COBOURG WOOLLEN MANUFACTURING
COMPANY.

FLOYD W. H.,
EDITOR AND PROPRIETOR OF THE
Cobourg Star, the oldest paper between King-
ston and Ottawa. Established 1841. Large local
circulation and recognized as among the
best advertising mediums in the Province.

GRAVELEY J. V.,
SOLICITOR, &c.

HOUGH H.,
PROPRIETOR AND PUBLISHER OF THE
Cobourg Mail. Largest local circulation in
this section of country. Advertisers liberally
dealt with.

HOLAND H. F.,
BARRISTER-AT-LAW.

HOLMES A.,
COAL, WOOD AND LUMBER MERCHANT.

HOLMAN J. T.,
MERCHANT TAILORING AND GENTS
FURNISHINGS.

LOWES C.,
Cobourg.

McALLISTER D.,
PROPRIETOR COBOURG "SENTINEL."
The best local and general Newspaper in the
United Counties. Circulation large, affording a
good medium to advertisers.

McNAUGHTON T.,
BARRISTER, DEPOSITARY OF UNION
SAVINGS BANK.

MUNSON A. E.,
CONTRACTOR, HARBOR BUILDING,
DREDGING, &c.

POWELL N. W. C., M.D.,
PHYSICIAN, SURGEON, &c.

PICKERING E.,
PROPRIETOR ROCHESTER HOTEL.

RUTTON B.,
BARRISTER.

ROPER J. H.,
MANAGER BANK OF TORONTO.

ROY REV. J., B. A.,
PRINCIPAL OF
the Cobourg Collegiate Institute. Pupils prepa-
red for the Universities. Special attention
paid to French and German. Board
and tuition, \$150 per annum.

ROBERTS S. P.,
PROPRIETOR BANK SALOON.

STANTON W. J.,
SOLICITOR, &c.

SMITH H.,
ATTORNEY-AT-LAW.

STENNETT REV. W.,
CHURCH OF ENGLAND MINISTER.

SUTHERLAND J.,
MERCHANT.

WADDELL R. N.,
SHERIFF.

WINANS, BUTLER & CO.,
COMMISSION MERCHANTS.

WATERS G., M.D.,
PHYSICIAN, SURGEON, &c.

WILLSON R.,
CHEMIST & DRUGGIST.

PORT HOPE.

DENSON T. M.,
BARRISTER-AT-LAW.

BETHUNE REV. C. J. S., M.A.,
HEAD MASTER OF TRINITY COLLEGE
SCHOOL.

This School Prepares Boys for the Universities,
Law, Medicine, the Army and Navy, and Mercan-
tile pursuits. Board and Tuition, \$220 per annum.

BUDGE E.,
MERCHANT TAILOR,
Wholesale and Retail Dealer in Broadcloths,
Cassimeres, Tweeds, &c., also every description
of Ready-made Clothing.

BRENT H., M.D.,
PHYSICIAN AND SURGEON.

BLETCHER W., & CO.,
GENERAL PRODUCE,
Commission and Shipping Merchants, Ware-
housemen.

BURTON E. J. W.,
COLLECTOR OF CUSTOMS.

BROCK J. A.,
PHOTOGRAPHER.
Pictures of all sizes done in Plain Water Color
and Oil.

COSBY A. M.,
MANAGER BANK OF TORONTO.

CRAIG W., & SON,
WOOL PULLERS AND LEATHER
DRESSERS.

CHISHOLM D.,
BARRISTER-AT-LAW, ATTORNEY, &c.
Commercial business attended to.

CALCUTT J.,
BREWER OF FINE ALES AND PORTER,
MALTSTERS, &c.

CLEMESHA J. W., M.D.,
PHYSICIAN, SURGEON, &c.

CEASER J. S.,
VETERINARY SURGEON,
Graduate Ontario Veterinary College, Toronto.

HEATON J. W.,
MANAGER BANK OF MONTREAL.

HAMLY BROTHERS,
BOOT AND SHOE DEALERS AND MANU-
FACTURERS.

HALL J.,
ATTORNEY-AT-LAW.

KING JOSEPH G.,
MERCHANT MILLER.

LE LEAN S.,
DRY GOODS MERCHANT.

LAMBERT G. W.,
PROPRIETOR LAMBERT'S HOTEL,
Ontario Street.
Excellent Stabling and careful Hostlers, choice
Ales, Wines, Liquors and Cigars.

NICHOLLS & CO.,
GENERAL FOUNDERS AND MACHI-
NISTS,
Successors to J. Helm, Esq.

OMEARA REV. F. A., D.D.,
RECTOR OF ST. JOHN'S CHURCH.

PEPLOW E.,
GENERAL COMMISSION MERCHANT.

POWERS L. B.,
PHYSICIAN AND SURGEON.

READ R. H.,
AUCTIONEER.

ROBERTSON J.,
LEATHER MERCHANT.

SMART & SMITH,
BARRISTERS-AT-LAW,
Commercial Collections a Specialty.
David Smart. Seth S. Smith.

STEPHENSON D. E.,
TEACHER.

STEWART O. A., P.L.S.,
AND
CHIEF ENGINEER MIDLAND RAILWAY.

STEWART H. L.,
CIVIL ENGINEER.

TRAVES J. B.,
EDITOR AND PROPRIETOR OF
"THE PORT HOPE TIMES."
It is the largest country journal between Toronto
and Montreal, and has the largest circulation
Good Advertising Medium. Send for Price List,
Job Printing of all kinds

WRIGHT J.,
SOLICITOR, &c.

WARD H. A.,
BARRISTER, &c.

WADE & CHRISTIE,
GENERAL INSURANCE AGENTS.
Fire, Life, Live Stock, Accident and Guarantee

TEMPEST W. S.,
GROCER.

WILLIS J.,
WOOL BROKER

WALLACE W. B. & BROTHERS,
PRODUCE MERCHANTS.

VINDIN E. S.,
COMMISSION AND SHIPPING AGENT.

BUSINESS CARDS OF PATRONS

IN THE

TOWNS OF OSHAWA AND BROCKVILLE.

OSHAWA.

NEALE FRANK,
WINE MERCHANT.

STEEL BROTHERS,
GROCERS AND SEEDSMEN.

EVANS L. HAMILTON, B.A., M.D.,
HEAD MASTER BROCKVILLE HIGH
SCHOOL.

DELT REV. W.,
CHURCH OF ENGLAND MINISTER

McGEE R.,
BARRISTER, ATTORNEY AND SOLI-
CITOR, NOTARY PUBLIC, &c.

VARIS C. N., L.D.S.,
DENTIST.
Rooms in Cowans Block.

FLETCHER CHRISTOPHER,
DEALER IN HARDWARE, BAR IRON,
Saddlery and Groceries,
King Street.

BLAMEY & BRIGGS,
GENERAL GROCERS.

GIBBS W. H., M.P.,
PRESIDENT OSHAWA CABINET COM-
PANY.
Wholesale Manufacturers of Furniture.

WARREN W., JUN.,
TANNER,
Carrier, Manufacturer and Wholesale Dealer in
Leather. Pelle and Bull a specialty.

FRASER & RICHARDS,
BARRISTERS, ATTORNEYS-AT-LAW, &c.
Hon. C. F. Fraser. A. E. Richards.

CHASE BROTHERS & BOWMAN,
NURSERYMEN, ROCHESTER, N.Y.
Branch Offices, Oshawa and Toronto, Ontario.

GIBBS & BROTHERS,
MILLERS AND PRODUCE DEALERS.

WHITING A. S.,
PRESIDENT OF
A. S. Whiting Manufacturing Co.,
Manufacture Scythes, Hoes, Forks, &c.

GARRY A. J.,
GROCER, ETC.

COBURN W., M.D.,
PHYSICIAN, SURGEON, &c.,
and Coroner for County of Ontario. Member
Medical Council for King's and Queen's.

McGILL W. M.D.,
PHYSICIAN AND SURGEON.

BROCKVILLE.

GILMOUR T. & CO.,
GROCERS AND PRODUCE DEALERS,
King Street.

DINGLE W. T.,
CONTRACTOR AND BUILDER.

McLELLAN J. B.,
AGENT DOMINION BANK.

BANK OF MONTREAL,
J. N. TRAVERS, MANAGER.

GRIFFIN G. R.,
MANUFACTURER AND DEALER IN
Hats, Caps, and Furs,
Main Street.

ENGLISH L.,
BARRISTER AND ATTORNEY-AT-LAW.

McCANN REV. J. J.,
ROMAN CATHOLIC PRIEST

BAKER ARCHER,
SECRETARY AND TREASURER, B. & O.
AND C. C. RAILWAYS.

HANNAN J. J.,
WHOLESALE DEALER IN
Butter, Cheese, Pork, Flour, Grain, Seed, etc.,
Perth and King Streets.

FOWKE J. W.,
GENERAL MERCHANT,
and Dealer in all kinds of Produce.

ONTARIO REFORMER PUBLISHING COM-
PANY,
Weekly Edition.
CAMERON, GLEN & WHITE.

BELL & McEWAN,
CABINET MAKER AND FURNITURE
DEALERS,
Main Street.

HARDING F. J. B.,
CHEMIST AND DRUGGIST,
Also Exchange Broker. Collections made on all
parts of Canada, and the U. S.
126 Main Street.

GIBBS & BROS.,
MILLERS AND PRODUCE DEALERS

OGUY J.,
HARBOR MASTER,
And dealer in all kinds of Coal.

BUELL J. D.,
MAYOR, BARRISTER, ATTORNEY-AT-
LAW,
Solicitor in Chancery, Notary Public,
etc.

HAYES D. F.
Brockville.

GLEN F. W.,
FOUNDER, MACHINIST AND ENGINEER.
President Joseph Hall Manufacturing Co.

MONTGOMERY REV. R. B.,
BAPTIST MINISTER.

COATES WM.,
WATCHMAKER AND JEWELLER,
Dealer in Organs, Sewing Machines, etc.,
93 Main Street.

HOWE & MARSTON,
PROPRIETORS REVERE HOUSE,
(Late Campbell House.)

HOLLAND C.,
MANAGER ONTARIO BANK.

McGAW W. B.,
PROPRIETOR OF THE QUEEN'S HOTEL.
Boss in regular attendance to and from all
Trains. Large and commodious sample
rooms for Commercial Travellers.

COLE A. G.,
DOMINION PHOTOGRAPH GALLERY
Wholesale and Retail Dealer in Pictures,
Frames, Fancy Goods, Sewing Ma-
chines, etc.,
Main Street.

JESSUP JAMES,
CLERK OF THE PEACE,
Court House.

HATCH & MEARNS,
HARDWARE, TIN AND STOVE MER-
CHANTS.
Manufacturers of Cheese Vats and Dairy Utensils.

RAE FRAS., M.D.,
PHYSICIAN, SURGEON, &c.,
Coroner County of Ontario.

COMSTOCK WM. HENRY,
PROPRIETOR OF JUDSON'S
Mountain Herb Pills, Morsel's Indian Root Pills,
Carlton's Condition Powders, etc., McKenzie's
Dead Shot Worm Candy.

JONES WILLIAM HAMILTON,
BARRISTER AND ATTORNEY-AT-LAW,
Solicitor in Chancery, Notary Public, Convey-
ancer, etc.

LUKE & LARKE,
PUBLISHERS OF THE CANADIAN SUN
AND THE OSHAWA VINDICATOR.
Weekly Newspapers.

ROBSON & LAUCHLAND,
MANUFACTURERS OF ALL KINDS OF
GRAIN AND WAX LEATHER.

COWAN ALEX.,
MANAGER OF THE BROCKVILLE
Chemical and Superphosphate Co.

KAUFMAN F. E.,
MUSIC STORE AND MUSIC SCHOOL,
Main Street.

LUKE & BROTHER,
MANUFACTURERS OF
EVERY DESCRIPTION OF FURNITURE,
WHOLESALE AND RETAIL.

LAIRD REV. WM. H.,
WESLEYAN MINISTER.

CRAWFORD JOHN,
POSTMASTER,
Brockville.

MANHARD & BOOTH,
WHOLESALE CONFECTIONERS,
Fruit and Oyster Dealers,
94 King Street.

McCARNEY NEIL, <i>PROPRIETOR ST. LAWRENCE HALL,</i> Cor. Buell and Church Streets.	MOORE & WRIGHT, <i>DEALERS</i> in Staple and Fancy Dry Goods Main Street	REYNOLDS SAM. JR. <i>CLERK COUNTY COURT.</i> Court House	SMART & SHEPHERD, Brockville.
McCULLOUGH W., & SON, <i>MANUFACTURERS OF</i> Scythe Snaths, Hames, Saddles etc.	MOORE JAMES, Main Street.	SCHOFIELD J. H. <i>COUNTY TREASURER</i>	SMART JAMES, <i>HARDWARE AND STOVE FOUNDER</i> Gowley Street.
MCDONALD HERBERT S., <i>JUDGE COUNTY COURT.</i> <i>BARRISTER AND ATTORNEY AT LAW.</i> Solicitor in Chancery, Notary Public Conveyancer, etc.	MURRAY G. B., <i>PHOTOGRAPHER AND DEALER</i> in Fancy Goods, Frames, &c., King Street.	SHERWOOD WILLIAM, <i>BARRISTER AT LAW, &c.</i>	STARR A. W., King Street.
MCGRADY A. G., <i>TANNER, AND GENERAL DEALER</i> in Leather, Hides and Skins	MURRAY JOHN, <i>MONTREAL TELEGRAPH CO</i>	SHEPHERD & KYLE <i>WHOLESALE AND RETAIL DEALERS IN</i> Dry Goods, Groceries, Crockery, Glassware, etc., Main Street. Herman Shepherd James Kyle	TANE, REV. FRANCIS R. <i>RECTOR</i>
MCINTYRE ALEX., <i>FIRST-CLASS WORK</i> in every Branch of Photography. Court House Avenue.	O'BRIEN JOHN REV., <i>R. C. PRIEST</i>	SENKLER F. J., <i>BARRISTER AND ATTORNEY CROWN</i> ATTORNEY	VAUX HARRY E. M.D. <i>PHYSICIAN, SURGEON AND CORONER</i>
			WOODS R. & B. K., <i>MANUFACTURERS OF ALL KINDS OF</i> Domestic Cigars and Drawers in Tobaccoists. Fancy Goods. Main Street.

BUSINESS CARDS OF PATRONS

IN THE

TOWNS OF BERLIN, FERGUS and SIMCOE.

BERLIN.

ANDREWS A. MILLER,
ATTORNEY-AT-LAW, SOLICITOR, &c.,
King Street.

BOWLBY W. H.,
COUNTY CROWN ATTORNEY.
Clerk of the Peace, Barrister at Law, Solicitor, &c.
Office, Court House.

BOWMAN ISRAEL D.,
COUNTY CLERK.
Agent of the Phoenix Fire Assurance Co. of
England.

BREITHAUP T. L.,
BERLIN TANNERY
Manufacturer of and Dealer in Leather, Findings,
Hides, Oils, &c., Wholesale and Retail.
Highest price for Hides, Skins
and Wool. Special atten-
tion paid to tanning.

CLUTE CHARLES
MANUFACTURER OF SURGICAL AND
DENTAL INSTRUMENTS.
Frisettes, Abdominal Supporters, Apparatus for
Deformities, prostheses, &c.

CROOKALL CHAS.,
AGENT MERCHANTS BANK OF CANADA

DAVIDSON GEORGE,
SHERIFF.
AGENT FOR THE WESTERN ASSURANCE
CO., AND THE LIFE ASSOCIATION
OF SCOTLAND

FENNELL JOHN,
HARDWARE MERCHANT.

FUNKEN REV. D. L. C.B.,
DIRECTOR
of St Jerome's College and R. C. Priest.

GOOD P. H.,
GENERAL GROCER,
King Street.

HILBURN H. C.
PROPRIETOR COMMERCIAL HOTEL.
Remodelled and newly furnished. Good accom-
modation for Commercial Travellers. Free
Omniabus to and from all trains. First
class Livery in connection. Gen-
eral Stage Office.

HOFFMAN JOHN S.,
MAYOR

HOFFMAN ISAAC,
DEALER
In Dry Goods, Groceries, Crockery and General
Hardware. Manufacturer of Fruit Jars, &c., &c.,
Sash, Venetian Blinds, Wholesale and
Retail.

HUBER & ROY,
IMPORTERS OF DRY GOODS,
Fine Custom Tailoring,
Cor King and Queen Streets.

JACKSON HENRY F. T.,
OFFICIAL ASSIGNEE
for the County of Waterloo.

JAFFEY WILLIAM,
POST AND EXPRESS OFFICE.
Agent Royal Insurance Co., "Imman," "Allan,"
and "Anchor" Ocean Steamers, Michigan
Central R. R. and Erie R. R. and connec-
tions, General Passenger A.

KING J.,
BARRISTER, ATTORNEY, SOLICITOR,
CONVEYANCER, &c.,
American Block.

LACOURSE A.,
JUDGE OF COUNTY COURT FOR THE
COUNTY OF WATERLOO.

MACKIE JOHN A.,
GENERAL MERCHANT,
Importer of Dry Goods, Groceries, etc.,
Berlin, Crosshill Wellfleet

MACPHERSON ALEX.,
PUBLISHER AND PROPRIETOR
of the Berlin Telegraph newspaper. Official paper
of the Co. of Waterloo. Terms \$1.50
in advance or \$2.00 per year.

MAUD WM. & T. L.,
IRON FOUNDERS AND MACHINE
BUILDERS.
All kinds of Power Looms and other Machinery
made to order, Shafting, Pulleys, etc. All
orders promptly attended to.

LARA & W

BARRISTERS, SOLICITORS &c.

ODERHOLTZER & CO
DEALERS
in English and German Books, Stationery, Wall
Paper, Fancy Goods, etc., Crochets, Melodions,
Pianos, &c.

SCHOFIELD & KLOTZ,
CIVIL ENGINEERS,
Provincial Land Surveyors, Berlin and Gen-
M. C. Schofield. Otto J. Klotz.

STUEBING C. & CO.,
IMPORTERS
of Fancy Goods, Wall Paper, Stationery, &c.,
Stationery, &c.

VOGELSANG & CO.,
DOMINION BUTTON WORKS,
Manufacturers of all styles and sizes of Vegetable
Ivory Buttons. Support Home Manufacture.

FERGUS.

ANDERSON A.,
PROPRIETOR OF NORTH AMERICAN
HOTEL.
First-class accommodation for Commercial Tra-
vellers, Livery Stable and Billiard Parlor in
connection.

BEATTIE JOHN,
COUNTY CLERK FOR WELLINGTON.
Land, Loan and Insurance Agent, Accountant
&c.

COOPER REV. H. D., B. A.,
CHURCH OF ENGLAND MINISTER.

FORDYCE A. D.,
INSPECTOR OF PUBLIC SCHOOLS,
2nd Division County of Wellington.

GOFORTH A.,
BARRISTER, &c.

GRIEVE PETER.

PROPRIETOR ONTARIO HOTEL
First-class accommodation for Travellers.

MICHEL HENRY
GENERAL MERCHANT

MULLAN REV. T. B.,
MINISTER PRESBYTERIAN CHURCH

MONROE & MUIR,
SOLICITORS, BARRISTERS, &c.
N. M. Monroe. James M.

MCQUEEN JAMES,
PAINT MASTER

ORTON G. T. (MD) M. P.,
M.R.C.S. ENGLAND

OSLER EDWARD,
SOLICITOR, LAND, LOAN AND INSUR-
ANCE AGENT

WILSON, LOCKMAN & CO.,
SEWING MACHINE FACTORY

SIMCOE.

AUSTIN J. H.,
BARRISTER.

BATTERSBY GEO.,
PROPRIETOR OF NORFOLK HOUSE
The "Norfolk House" is centrally located, and
has every modern improvement and ac-
commodation for Commercial
Travellers. General Stage
Office in the Hotel.

BRAZELL, PERKINS & CO., LUMBER AND SHINGLE MANUFACTURERS.	CUNDE THOMAS, LUMBER MERCHANT.	LOUNT & LOUNT, BARRISTERS, ATTORNEYS, SOLICITORS, Notaries, etc. Wm. Lount, G. W. Lount.	Nouvelty Works. FULLAN J., GUNSMITH, Manufacturer Tinware, Steamfitter and General Whitesmith.
BURTON & BRO., TIMBER MERCHANTS, Charlotte Street.	DURHAM JOHN, LUMBER MERCHANT, Ellen Street.	McVITTIE THOS., IMPORTER AND DEALER IN CARRIAGE, Saddlery and General Hardware.	RAWSON J. G., SHELF AND HEAVY HARDWARE, Tinware, Stoves, Plumbing, &c.
CAMPBELL D., MANAGER BANK OF TORONTO, Dunlop Street.	GAVILLER M., C. E., P. L. SURVEYOR AND DRAUGHTSMAN.	MEAKIN JAMES, & CO., HEATSEIDE. THE GREAT CLOTHING, and General Outfitting Establishment.	ROSS JOHN, LUMBER MERCHANT, Allandale.
CLARK C. H., LUMBER, TIMBER AND SHINGLES, Mary Street.	HENDERSON J., IMPORTER OF AND DEALER IN SHELF and Heavy Hardware, Paints, Oils, Glass, Cordage, etc., Collingwood and Barrie.	MORROW A., INSURANCE AGENT, Mulcander Street.	SIMPSON ROBERT, MAYOR OF BARRIE, Ale and Porter Brewer.
CREW D., PUBLISHER OF NORTHERN ADVANCE, Issued every Thursday.	HICKEY BROS., WHOLESALE AND RETAIL DEALERS IN Groceries, Wines and Liquors.	NICHOLSON W. M., & SON, BARRIE EXAMINER, Published every Thursday morning at the Office, S. E. Cor. of Dunlop and Market Streets.	WATT JOHN M., BARRIE HOTEL, Dunlop Street.
CROMPTON E. B., & CO., IMPORTERS of British and Foreign Dry Goods. Manufacturers of Clothing and Millinery, Dunlop Street.	KING N., PUBLISHER AND PROPRIETOR NORTH- ERN GAZETTE published every Wednesday morning.	PERKINS C. A., & BRO., DEALERS IN GENERAL GROCERIES, Provisions, Glassware, Crockery, &c., McCamry's Block.	

BUSINESS CARDS OF PATRONS

IN THE

TOWNS of PORT SARINIA & INGERSOLL.

PORT SARINIA.	LISTER J. F., SOLICITOR, &c.	BAYARD REV. J., ROMAN CATHOLIC CLERGYMAN.	KENNEDY CHAS., D.D.S., LICENTATE OF THE ROYAL COLLEGE of Dental Surgery, Ontario. Extracts teeth without pain by use of the Nitrous Oxide Gas.
ALEXANDER ANDREW, PROPRIETOR OF THE ALEXANDRIA Hotel, Front Street, opposite the G. Western Railway Station; has superior accomodation for Families and Boarders; good sample rooms for Commercial Travellers, &c., charges moderate.	MCKENZIE D., DEALER IN DRY GOODS, CLOTHING, &c. ESTABLISHED A.D. 1849.	BAILEY GEORGE, MANUFACTURER OF CARRIAGES, WAG- GONS, SLEIGHS, CUTTERS, &c.	KERR A. R., GLASGOW HOUSE, IMPORTER OF DRY Goods, Millinery, &c. Manufacturer of Cloth- ing, Wholesale and Retail.
BUCKE R. M., PHYSICIAN, SURGEON, &c., Christiana Street.	MERRITT G. R., OIL REFINER.	CONSTABLE HENRY, EDITOR, PUBLISHER & PROPRIETOR of the "News," a paper largely circulated in the adjoining Counties. Bookseller, Sta- tioner, &c.	MCDONALD JAMES F., BARRISTER, &c.
BRENNER JOHN, PUBLIC SCHOOL INSPECTOR FOR COUNTY OF LAMTON.	NUTTALL H., LOCOMOTIVE FOREMAN G.T.R., (Point Edward.)	CHADWICK C. F., BANK AGENT.	McCOUGHEY & WALSH, BARRISTERS, SOLICITORS IN CHAN- CERY, &c.
CLARK DANIEL, WHOLESALE AND RETAIL DEALER IN GROCERIES, PROVISIONS, FARM PRODUCE, &c.	SINCLAIR WILLIAM, HEAD MASTER HIGH SCHOOL.	EASTWOOD & CO., MANUFACTURERS OF FARMING IMPLE- MENTS.	McMURRAY WILLIAM, PROPRIETOR OF THE McMURRAY HOTEL, WITH LIVERY ATTACHED.
CLARK WILLIAM B., FENNY WAREHOUSE AND CUSTOM House Wharf; Importer and Dealer in Fancy and Staple Dry Goods; Agent Montreal Propeller Line, Lake Superior, De- troit, Goderich and Wallaceburg Steamers.	TAYLOR CHARLES, PAINTER AND DECORATOR.	GURNETT J. S., EDITOR AND PROPRIETOR OF THE "Chronicle," a weekly paper published every Thursday, Price, \$1.50 per Annum.	OLIVER A. (M.P.), LUMBER DEALER, MANUFACTURER OF DOORS, BLINDS, SASH, &c.
FLINTOFF JAMES, SHERIFF FOR COUNTY OF LAMTON.	VIDAL ALEXANDER, COUNTY TREASURER AND MANAGER OF MONTREAL BANK.	GRANT M. JAMES, PROPRIETOR OF THE GREAT WESTERN Hotel, Livery Stable, Weigh Scales and Stock yard in Connection.	O'NEIL J., GROCER.
FRANCIS J. J., PROVINCIAL LAND SURVEYOR,	YOUNG A., TIMBER AND COMMISSION MERCHANT.	HINK REV. J. P., INCUMBENT OF ST. JAMES CHURCH.	WRIGHT REV. P., PASTOR OF ERSKINE CHURCH, (PRESBYTERIAN.)
IRELAND WILLIAM, CONTRACTOR AND BUILDER.	INGERSOLL.	HAYES N., INSURANCE AND GENERAL AGENT.	WILSON J. M., GROCER, PRODUCE DEALER AND COM- MISSION AGENT.
JOHNSTON T. W., REGISTRAR FOR COUNTY OF LAMTON.	AGUR ROBERT, BANKER AND EXCHANGE BROKER, Issuer of Gold and Currency Drafts on New York, Deposits received, and Collections in Canada and U. S.	HOYT & WILLIAMS, PHYSICIANS, SURGEONS, &c.	WATERHOUSE & BRADBURY, MANUFACTURERS AND DEALERS IN ALL KINDS OF WOOLLEN GOODS, WHOLESALE AND RETAIL.

PERTH.	MALLOCH E. G., COUNTY ATTORNEY.	DERENZY EDWARD, P.M., GENERAL MERCHANT.	WARD, S. W., M.D., LUMBER MANUFACTURER.
BURNS REV. W., PRESBYTERIAN MINISTER.	MATHESON A. J., BARRISTER.	DUNNETT & GIBSON, GENERAL MERCHANTS.	CARLETON PLACE.
CHISHOLM REV. J. J., ROMAN CATHOLIC.	RICE G., DEPTY. CLERK OF CROWN.	HARTNEY & ROBERTSON, GENERAL MERCHANTS.	BELL R., INSPECTOR OF CANALS.
COURT C. D., Perth.	SHAW & MATHESON, GENERAL MERCHANTS.	HILLIARD & DICKSON, SAWED LUMBER AND WOOLLEN MANUFACTURERS.	CARSWELL JAMES, MINISTER PRESBYTERIAN CHURCH.
GRAY J., AGENT MERCHANTS BANK.	STEPHENSON REV. R. L.,	MACDONELL D. J., LUMBER MERCHANT.	GILLIES J. & J., SHINGLE MANUFACTURERS.
HALE F. A., BARRISTER.	WALKER G. L. & BRO., PUBLISHERS "COURIER."	O'NEIL JOHN, CARRIAGEMAKER.	LAVALLÉE N., PROPRIETOR MISSISSIPPI HOTEL. The Commercial Traveller's Home. First-class.
HART J., BOOKSELLER AND STATIONER.	SAND POINT.	PAKENHAM.	POOLE JAMES, PUBLISHER CARLETON PLACE HERALD. Circulation 3,000 copies weekly. \$1.00 a year.
HICKS W., HOTEL KEEPER.	BROWN & SCOTT, GENERAL MERCHANTS.		REILLY M. M., PUBLIC SCHOOL TEACHER.

BUSINESS CARDS OF PATRONS

IN VARIOUS

TOWNS OF THE PROVINCE OF QUEBEC.

ST. JOHNS.	FARRAR G. H. & L. E. MANUFACTURERS of Stone and Buckingham Ware, Wholesale Dealers in New Jersey Fireclay and Sand, Parliament Street.	LECUYER J., NOTARY, Busby Street.	OSGOOD W. A., POSTMASTER, DEALER IN PURE WINES, BRANDIES, &c., Front Street.
ARPIN THEO., BANKER AND EXCHANGE BROKER, Dealer in Real Estate, President of the Board of Trade, President of the St. Johns Woolen Manufacturing Co.	GIROUARD H. J., M.D., SURGEON, ETC., ETC., St. James Street.	MACDONALD E. & D., PRIVATE BANKERS.	ROSSITER JOHN, TAXNER AND LEATHER MERCHANT, Front Street.
BAUDOUIN DR. P., PHYSICIAN AND DRUGGIST, St. James Street.	HAY & ROBILLARD, WHOLESALE AND RETAIL GROCERS, Cor. Front and St. James Streets.	MACDONALD L. G., ADVOCATE, ATTORNEY-AT-LAW, &c., &c., Corner McMurray and Victoria Streets.	STOTT JOHN, SUPERINTENDENT ST. JOHNS WOOLLEN MANUFACTURING COMPANY, Front Street.
BISSETT JAMES, CUSTOM HOUSE BROKER AND FOR- WARDING AGENT, Front Street.	HOWARD HENRY, M.D., MEDICAL SUPERINTENDENT PROVINCIAL LUNATIC ASYLUM.	MACPHERSON JAMES, GROCERIES, PROVISIONS, GRAINS, &c., Corner St. James and Front Streets.	WIGHT & CO., WHOLESALE AND RETAIL DEALERS in Drugs and Chemicals, Perfumeries, Patent Medicines, Brushes, &c., &c. Prescriptions carefully prepared. Medical Hall, Front Street.
BRISSETT HENRY R., M.D., PHYSICIAN, SURGEON, &c., Front Street.	JOISON THOS. R., NOTARY, McCumming Street.	MARCHAND F. G., M.P.P., NOTARY, St. Charles Street.	ST. HYACINTHE.
CLEMENT JOS. ED., IMPORTER OF DRY GOODS, Wholesale and Retail, Front Street.	JOUBERT N., MANUFACTURER OF AND DEALER in Boots and Shoes of every Description, Style and Quality. Sewing Machine Needles for sale. Front Street.	MARCHAND L. H., PRACTICAL WATCH MAKER AND JEWELLER, Agent for Lazarus & Morris's Spectacles, Agent for Gardner Sewing Machine, Front Street.	BOURGEOIS J. B., ADVOCATE.
COOTE ISAAC, SEIGNORIAL AGENT, St. James Street.	LANGELIER CHAS., MAYOR, MERCHANT AND MILLOWNER, Front Street.	MOLLEUR J. E., DRY GOODS, GROCERIES, HARDWARE, LIQUORS, Wholesale and Retail General Store. Front Street.	BLANCHARD P. R., PROVINCIAL LAND SURVEYOR AND CIVIL ENGINEER.
COOTE WM., OFFICIAL ASSIGNEE, AGENT ROYAL INSURANCE CO., McCumming Street.	LANGELIER & FÉVELLES, IMPORTERS OF DRY GOODS, GRO- CERIES, HARDWARE, COAL, LIQUORS, &c. Wholesale and Retail, Front Street.	MONAGHAN J., ADVOCATE, Front Street.	BEAUDRY L., MERCHANT.

BOIVIN N. A., MERCHANT.	DUCLOS REV. R. P., PRINCIPAL OF French Protestant Institute for Young Ladies. Board and Tuition \$200.00 per annum.	RAYMOND J. S., SUPERIEUR DE SEMINAIRE DE ST. HYACINTHE.	KITSON J. M. D., PHYSICIAN AND SURGEON.
BOIVIN C. A., COLLECTOR OF INLAND REVENUE.	DION J. O., GENERAL MERCHANT.	ST. GERMAIN H., REGISTRAR.	LAFOND F. X., NOTARY PUBLIC AND SECRETARY TREASURER for the town of Berthier.
BRODEUR DR. L. H., DENTIST, In all its respective Branches.	DAIGNEAU J., DEALER, AND SHIPPER OF HEMLOCK LARK.	SARAZIN L., BAKER AND GENERAL PROVISION DEALER.	LAFONTAINE C. M.D., PHYSICIAN AND SURGEON.
CHAGNON A., PROPRIETOR OF St. Hyacinthe Foundry and Furnishing Shop, Manufacturer of all kinds of Hardware and Agricultural Implements.	FONTAINE R. E., ADVOCATE.	TACHE L., NOTARY AND SHERIFF.	McMANNIS E. W., TEACHER OF THE ENGLISH MODEL SCHOOL.
COTÉ, COTÉ & COTÉ, Wholesale BOOT AND SHOE MANUFACTURERS	De LABRUERE LOW., ADVOCATE, PROTHONOTARY.	BERTHIER EN HAUT.	MEEK H., MERCHANT.
COTÉ V., PROPRIETOR OF Tannery, Flouring and Carding Mills, Manufacturers of Boots, Shoes, Saddles, Harness, &c., also General Merchant.	LUSSIER C., GENERAL PRINTER AND PUBLISHER, Editor Carrier of St. Hyacinthe, Tri-weekly and Weekly; Farmers Journal, Weekly; Journal d'Agriculture, Weekly.	CUTHBERT E. O., SEIGNEUR OF BERTHIER.	PELLETIER A., PRINCIPAL OF BERTHIER EN HAUT ACADEMY, Dr. C.S.V.
CHICOINE J. A., ADVOCATE.	MERCIER H., ADVOCATE.	DRAINVILLE D., PHYSICIAN AND SURGEON.	ROLSTON P., PROPRIETOR OF THE BERTHIER FLOURING MILLS AND TANNERY.
DESSAULLES G. C., MAYOR.	PAPINEAU A. C., ADVOCATE.	FARNERTT T. T., LIEUTENANT-COLONEL, MAJOR AND Justice of the Peace.	TRANCHEMONTAGNE L., MERCHANT.
DELORME L., M.P., ADVOCATE.		GAGNON REV., PARISH PRIEST	

ADDENDA.

MONTREAL. HEARN & HARRISON, OPTICIANS AND MATHEMATICAL Instrument Makers, of all kinds of Spectacles Barometers, Hydrometers, Thermometers, and Engineering Instruments. 242 and 244 Notre Dame St., Montreal. G. J. HUBBARD, MANUFACTURING OPTICIAN, Importer of French and English Optical and Mathematical Instruments. Repairs neatly executed on the Premises at moderate rates. 299 Notre Dame Street, Montreal.	WILLIAM LAVERES, BRICKLAYER AND EVILDER, No. 70 Hypolite St., above Sherbrooke. Boilers, Hot Air Furnaces and Cooking Ranges set. LEPROHON, JEAN LUKIN, A.M., M.D., PHYSICIAN AND SURGEON, Professor of Hygiene Bishop's College, Vice- Consul of Spain, 237 St. Antoine Street. F. X. BEAUCHAMP, (Successor to D. Soudé), MANUFACTURER AND DEALER IN JEWELLERY, PRECIOUS STONES (Kept in Stock), Cut, Polished and Set. Watches and Jewellery carefully repaired. 134 St. François Xavier Street.	OTTAWA. ALPHONSE LUSIGNAN, Private Secretary of the MINISTER OF INTERNAL REVENUE, French correspondent and Translator, Residence South Side, Maria St., between O'Connor and Metcalf. DOUGLASS HUGH, BARRISTER, SOLICITOR, &c. OTTAWA.	PORTAGE LA PRAIRIE, MANITOBA. JACKSON JAS. L., M.D., PHYSICIAN AND SURGEON. VICTORIA, BRIT. COL. CARROLL R. W. W., M.D., SENATOR, Physician and Surgeon.
--	---	---	--

INDEX TO BUSINESS CARDS OF PATRONS.

PAGE.	PAGE.	PAGE.
Barrie..... 255	Levis..... 256	Sandwich..... 242
Belleville..... 246	Lindsay..... 251	Sarnia (Port)..... 256
Berlin..... 254	London..... 220	Sherbrooke..... 218
Berthier-en-haut..... 258	Montreal..... 215	Simeoe..... 254
Brantford..... 252	" Addenda..... 258	Sorel..... 217
Brockville..... 253	Oshawa..... 253	Stratford..... 248
Carleton Place..... 257	Ottawa..... 237	St. Catharines..... 250
Chatham..... 245	" Addenda..... 258	St. Hyacinthe..... 257
Cobourg..... 252	Owen Sound..... 255	St. John, P. Q..... 257
Fergus..... 254	Paris..... 228	St. Thomas, Ont..... 248
Galt..... 247	Peterborough..... 249	Three Rivers..... 218
Goderich..... 249	Port..... 257	Toronto..... 219
Guelph..... 247	Port Hope..... 252	Victoria (Brit. Col.)..... 258
Hamilton..... 243	Portage La Prairie, Manitoba..... 258	Walkerville..... 228
Ingersoll..... 256	Quebec..... 223	Windsor..... 228
Kingston..... 240	Sand Point..... 257	Woodstock..... 255

